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No. 207, 18th YEAR, SEPTEMBER, 1971 Published First Thursday of the Month Price: 5p

Full ahead to a better life

New facts have been made known to the Fleet about the Admiralty Board's determination to offer a better life for officers, men, and their families, in meeting the challenge of achieving a truly all-volunteer service.

An essential first step is to ensure that everybody is as fully informed as security will allow about what is going on.

Just as important — the Management want to hear the opinions and sentiments of all personnel about the things which concern them professionally or personally.

"And a load of cod that sounds," some of the cynics may say.

But there is no mistaking the directive right from the top: the views of the Fleet are to be heard and fed back with the utmost swiftness, so that sound and sensible judgments may be reached.

All kinds of measures are being looked at, designed to shorten separation, reduce uncertainty, and generally shake up the whole system of selecting, entering, training, advancing, and employing sailors. Some of the changes are already being brought in.

Ideas rejected long ago as too great a sacrifice in cost or tradition are being dusted out of pigeonholes for a new look.

The Board are examining every aspect of cutting down or cutting out the unpopular features of naval life, and are highly receptive to original thought on ways of doing so.

Plainly the Navy as a fighting force cannot go "all welfare," but for officer and rating alike there is a firm change of emphasis from the Service to the individual.

In the recruiting field, the most valuable Navy possession is a satisfied sailor, "and this," the Board say, "must be achieved above all else."

All talk of radical improvements might be regarded as jam tomorrow. But tomorrow is only a day away, and the Board have a critical manpower battle on their hands.

They are seeking the co-operation of every man jack to win it.



And new uniforms

(IF THEY'RE WANTED !)

Br-r-r-mp! Ever heard a broadside? Well they did at Navy News office after newspapers and television gave pictures of the "mannequin parade" at Portsmouth Barracks where seven sailors displayed new uniforms on which a successor to the bell-bottom "square rig" might be based.

"If the Navy's worried about recruiting," said a letter from Stoker B.B. in H.M.S. Plymouth, "then they will be panicking if we have to wear that rubbish."

He has been in nine years, and his letter got more worked up as it went along.

(Continued on page 40)

'LONELINESS OF COMMAND'

Dramatic picture of Lieut.-Cdr. T. E. Woods, captain of H.M.S. Oberon, taken by Lieut. M. P. Gilbert on passage from Hong Kong.

Due to the danger of swimming in Far East waters, the submarine is trimmed down forward, and a very pleasant " hands to bathe " can be had in the cable locker while under way.

ON PARADE

These smiling sailors endured good-humoured ribbing when they donned new-style uniforms for their mates to record their opinions by means of a questionnaire.

Adding photographic interest to the "fashion parade" were (hot pants) Wren Marcia Nicoll and Leading Wren Judith Skillman.



Admiral Commanding Garages

There was " a bit of a furore " said the owner of a garage opposite Chatham naval dockyard when the Navy found that he had hoisted a vice-admiral's flag on a dinghy he had displayed for sale.

" I had taken the dinghy in part exchange for a car," said the proprietor, Mr. Allan Mason. " I got the flag, but had no idea that it meant anything. It just happened to be in the same colours as my petrol company, Esso."

At the Navy's request the flag was lowered.

Rear-Admiral Frederick Lawson was in the Dockyard's Admiralty House that day, and according to Mr. Mason, " I received a message with the Rear-Admiral's compliments saying it would be appreciated if I took the flag down. So I did."

PAY RISE OF 7 p.c.

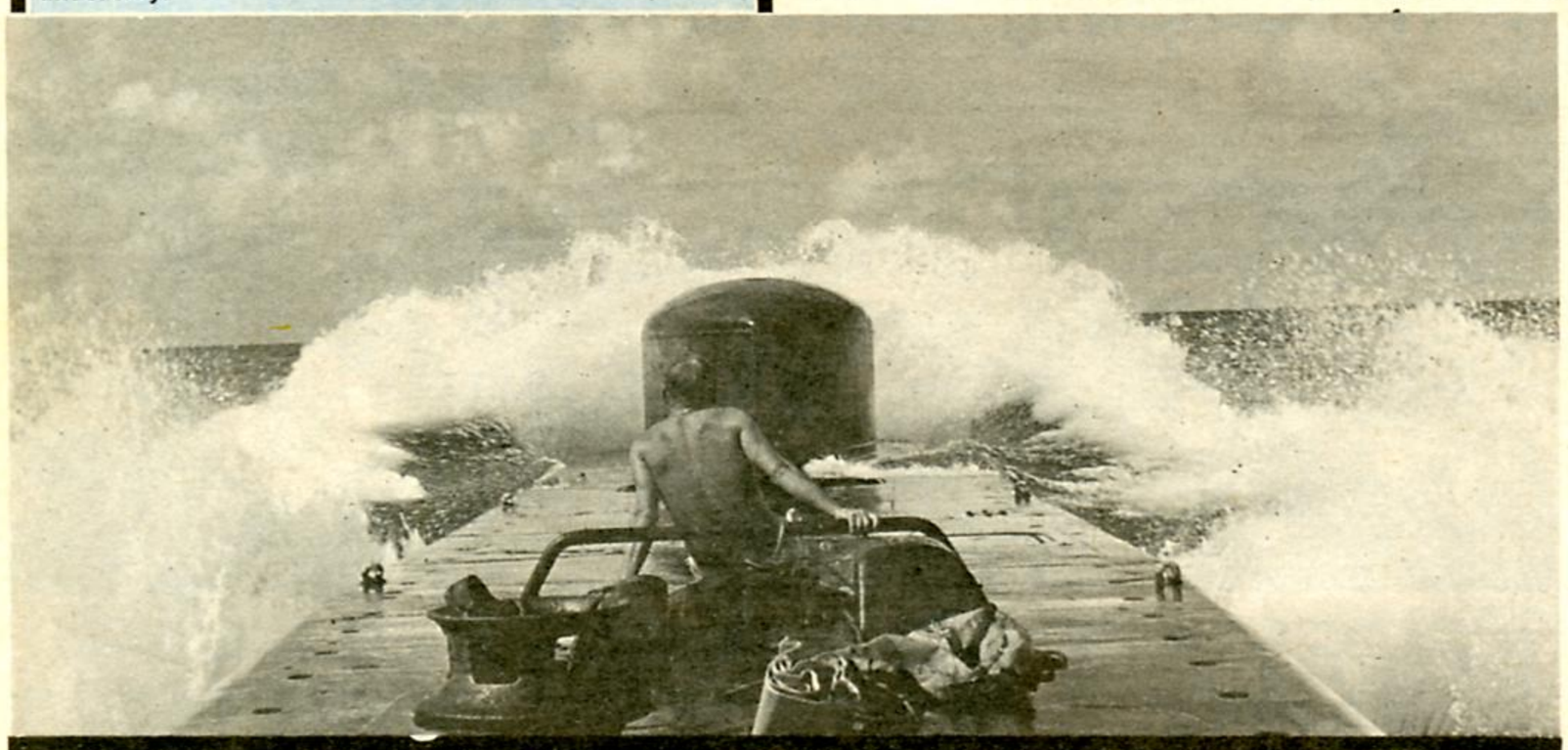
From August 1 the pay rates of the Armed Forces were increased by seven per cent. The planned two-yearly review is due next April, but this is an interim award to keep pace with the cost of living.

The total cost is £27m.

An Ordinary rating will now receive £20.58 a week, and a chief artificer (after 18 years) £51.73. New rates for officers vary from £1,971 (sub-lieutenant), to £3,124 (lieutenant-commander) and £6,136 (commodore).

At the same time, there are small increases in married quarter rents and food charges for bachelors.

" Teaboat " rides again (p.35)



For Navy Days attractions, see pages 14 and 15

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Drafty's Corner gets down to fundamentals



TAKING A LOOK AT ROSTER DATES

Rosters are a fundamental feature of General Service drafting. From the queries received it seems a good idea to run over the system again — what roster dates mean — how they work.

What is a roster? This is simply a way of putting you correctly in the right sequence so that your place in the queue for Sea Service compares fairly with others of the same rating and SQ as yourself.

For each rate and SQ there is a separate roster (some 170 in all). The speed with which you reach the top depends on the sea : shore ratio of your roster; how long you spent at sea last time; what sort of service you were on, as well as other factors such as rate of advancement, the proportion of men on the roster who cannot be drafted because of sickness or the imminence of their time expiry dates.

All these items are different on each roster and sensible comparisons can only be made between men on the SAME roster. For convenience we record your position on the roster with a date — rather than points or some other system. This is NOT the date on which you will go off to sea, except by pure chance. It does mean that you are due Sea Service before all men with later dates — and later than all men who have earlier dates on the SAME roster.

Basic Roster Date

We have to start somewhere to find the correct places to fit you in. This we do by using your availability date for next draft — in other words the date when you have taken all leave outstanding from your Sea Service. This is your Basic Roster Date.

Having established your Basic Roster Date we adjust it to take into consideration the tour of duty you have just completed. In general, the more separation — from the everloving or the Smoke, depending on your fancy — the greater adjustment.

For ships on GSC or GSS the Basic Date is adjusted at the rate of one month for each month of the overseas legs, and half a month for each month on the home sea legs.

For Foreign Service the adjustment is one month for each month served overseas. This applies to men on LFS (ship or ashore) unaccompanied, as well as to those in ships on FSC. For service on HSS or accompanied service in an LFS ship the adjustment you earn is half a month for every month served.

However, if on HSS, the ship is away from the UK for four months or more at a stretch, one month per month is given for such periods. The same rule applies when a LFS ship leaves her base port.

Men completing their basic training are automatically adjusted retrospectively by two years. This makes sure they reach the top of the roster well before men coming in from sea at the same time. When their first spell of Sea Service is completed they are treated in exactly the same way as everyone else.

Here are some examples of roster date adjustments as they apply to three men who have just come in from different forms of sea service and are available to start in port service on the same day — 1 September 1971.

Man A completed 15 months abroad on a Foreign Service Commission and had 45 days FSL. For each month he earns one month adjustment. So his new roster date is 16½ months as from 1 September 1971 — or 16 January 1973.

Man B came home after 28 months in a GSC ship. During his time on board he spent 16 months in home waters (including any leave due at end of GSC) and 12 months on a foreign leg. He earns 16 x ½ months plus 12 x 1 month; 20 months total. So his new roster date is 1 May 1973.

Man C came ashore also after 28 months (including any leave due at the end of HSS) in a ship — but wholly spent in HSS with no trips away as long as four months. He earns 28 x ½ months adjustment. This gives him a new date 14 months on from 1 September — or 1 November 1972.

Points to hoist in

Man A will not, except by fluke, go back to sea on 16 January 1973. If they are all on the same roster they will receive drafts in the **order** C, A, B.

Special rules for special men

There are several other special adjustments given to men who get green rubs. For example men to whom Drafty is obliged to give pier head jumps; or who for some reason cannot be got home inside the normal foreign leg time; or who are obliged to serve in a ship for longer than 30 months — and so on.

We now come to ratings serving on Port Service who are filling billets which, because of their exacting nature, require special consideration. Although these billets are Port Service they entail a substantial amount of sea time, or other time away from home. Consequently an adjustment is made to the roster dates of men involved to compensate them.

Examples of these billets are the Fleet Communications Pool, Mobile FMUs and FOST's "sea riders." Certain instructors in new entry training establishments, who carry out extraneous duties and work very long hours can also obtain adjustments to their original roster date if recommended.

As you know, time spent ashore abroad accompanied is counted as Port Service. It follows that no roster date adjustment is made for this Service, and depending on the state of his particular roster at the time, a man may well find himself near or at the top of the list for Sea Service on completing his tour abroad.

If, for any reason a man changes from one roster to another, for example by advancement, he takes his roster date with him.

How good is your arithmetic?

Those who calculate their own roster date may well come up with a different one to Drafty. There could be many reasons for this — too many to mention in detail in this column. However, one thing is certain, the rules are clear and they are applied absolutely fairly.

If you are in any doubt, consult your Divisional Officer who can, if necessary, get in touch with Drafty, who can give you your date — and explain how it was calculated.

Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

W. H. Gee. AB(UC2). Captain Port Staff, Morrice Yard, Devonport (over six months). Will exchange for any shore base, Portsmouth area.

J. Crozier. MEM1 (AMC and JICE). G/11 Mess, H.M.S. Drake, Devonport, for H.M.S. Tiger. Will exchange for anything in Portsmouth area.

J. Manktelow. PO(QR1), H.M.S. Pembroke. On draft to H.M.S. Ark Royal (over six months, at Plymouth) January 10. Will exchange for any Chatham or Portsmouth-based ship.

P. Fielder. LS(CDII), Pt M.C.D.T., H.M.S. Vernon. Drafted to H.M.S. Nurton at Port Edgar. Will exchange for Portsmouth-based minehunter.

D. Gardner. AB(RP Star). R.N. Unit, Stanmore Park, Stanmore, London. On draft to H.M.S. Whitby in January. Will exchange for any London or Portsmouth shore base.

P. L. Martin. OEM. H.M.S. Intrepid. To join H.M.S. Forth, L.R. Party, Devonport, over six months, November 15. Will exchange for any Chatham or Portsmouth-based ship.

P. J. Staines. SA. Tenders' Vict'g Office, R.N. Barracks, Portsmouth, over six months. Will exchange for H.M.S. Whitby.

M. J. Chidwick. SA. H.M.S. Galatea. Drafted to H.M.S. Forth, Port Service at Devonport, over six months, November 30. Will exchange for Chatham or Portsmouth areas.

Burhouse. LRO(G). H.M.S. Whitby, BFPO161. Will exchange for any shore base / ship married accompanied.

V. C. Wain. POSA. R.N. Barracks, Portsmouth. On draft to H.M.S. Forth at Devonport (over six months). Will exchange for establishment in Portsmouth area or any big sea-going ship.

A. Ryder. POSA. H.M.S. Mauritius, BFPO 161. On draft to H.M.S. Ark Royal, January. Will exchange for any Portsmouth based ship.

R. Atkinson. Wtr. FO Medway's Office, Chatham. Will exchange for Plymouth or south-west area.

J. McCreath. AB UW (star). H.M.S. Nurton. On draft to H.M.S. Tyne, Plymouth, Dec. 13 (over six months). Wishes to exchange for Scotland (S.W. Scotland preferred).

Chapel Books

With recent additions, the collection of Books of Remembrance at the Fleet Air Arm Memorial Chapel, R.N. air station Yeovilton, now consists of the Fleet Air Arm Book 1946 - present day; H.M.S. Victorious 1941-67; H.M.S. Formidable 1940-45; H.M.S. Centaur 1953-64; and R.N. Air Station Brawdy 1953-70.

In keeping with civvy street . . .



The Royal Society of Arts Certificate in Storekeeping may not sound all that important, but when it is presented for the first time in the Royal Navy — that calls for a special ceremony.

The significance of the certificate is that it recognizes the value of naval training. From now on, all Stores ratings who successfully complete their training will be awarded the R.S.A. certificate, thus giving the civilian equivalent of Service attainment.

Recipient is Assistant Stores Accountant Richard Jones, of Wrexham, pictured above, with his commanding officer, Capt. L. S. Bryson, H.M.S. Daedalus.

Richard is a keen rugby player. He has already represented his ship at the sport, and hopes to go on to play for Naval Air Command and the Navy.

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Plots from the past

FLEET'S LATEST FILMS

Fact, they say, is often stranger than fiction — which is probably why factual reconstructions of history's most mysterious or dramatic episodes usually make the most compelling cinema entertainment.

The latest list of films issued to the Fleet by the Royal Naval Film Corporation dips into the distant and more recent past for two dramatic stories linked only by the presence of death.

The frightening events which occurred at "10 Rillington Place" are in stark contrast to that colourful yet murderous period of British history which saw the brief reign of Anne Boleyn — "Anne of the Thousand Days."

Two famous Richards (Attenborough as the murderer Christie, and Burton as Henry VIII), bring two contrasting but grimly fascinating characters vividly to the screen.

Murder, mystery and Western drama are prominent in the other three films in this month's list. Altogether, they provide strong stuff for thriller fans.

HERE'S THE LIST

10 Rillington Place — Richard Attenborough, Judy Geeson, John Hurt. This strange and gruesome case claimed wide attention at the time, so the film is likely to intrigue most audiences, particularly since it is brilliantly acted. (Columbia). No. 897.

When Eight Bells Toll — Anthony Hopkins, Robert Morley, Corin Redgrave. An action adventure story in the real meaning of the term, it is full of mysterious and unexpected developments. (Rank Film Library). No. 898.

Lawman — Burt Lancaster, Lee J. Cobb, Robert Ryan. It's a Western tragedy in which a marshall rides into a small town to arrest seven men for the accidental killing of a bystander. It is strong meat which should appeal to Western fans. (United Artists). No. 899.

Get Carter — Michael Caine, Britt Ekland, John Osborne. A murder mystery with a variety of characters involved in a very tough and violent thriller, this should be popular with audiences who like a strong action story. (M.G.M.). No. 900.

Anne of the Thousand Days — Richard Burton, Genevieve Bujold. This story of the reign of Anne Boleyn, the second wife of Henry VIII, is elegantly mounted and costumed. It tells of one of the most eruptive periods of English history. Cinema International Corporation (Universal Pictures Ltd.). No. 901.

. . . EVERY ONE A WINNER!

You are unlikely to find "Decompression Sickness, parts 1 and 2" among the cinema's top box office titles, but it is with productions like this that the Film Branch of the Naval Training Department proves, with impressive international success, that the Royal Navy is pretty good at making its own films.

In the process of achieving their aim to instruct, naval training films have won 18 major awards and 29 certificates and diplomas in national and international film competitions over the past five years.

This year's successes so far include five major awards and three diplomas and certificates of merit.

GOLD WINNERS

There were gold awards from the British Medical Association for "Decompression Sickness," "Dental First Aid, parts 1 and 2," and a film called "Don't Let Him Die,"

"Programmed Learning" (which last year took silver trophies in the British Industrial Film Festival and at Florence) secured the Gold Camera Trophy from Chicago and the Michelangelo Award from Antwerp.

Meanwhile, "Dental First Aid, Part 1," winner of the Gold Trophy at the British Industrial Film Festival, will also be included in the British entry for the International Industrial Film Festival in Barcelona in October.



Picture: Lieut: C. G. Olliver.

There's no business like (Air) Show business

Did someone crack a funny? Well, it's a pretty fair bet that they did — considering that two showbiz guests at H.M.S. Daedalus on Saturday, July 24, were mirth makers Mike and Bernie Winters.

Mike and Bernie — appearing in a summer show at Bournemouth — arrived at Lee-on-Solent by helicopter to open the R.N. air station's annual Air Day.

About 10,000 people attended, and despite poor weather, the Air Day's flying and static displays were popular — which all goes to prove that there's no business like air show business!

The picture was taken when Leading Wren Doreen Enright, from Stubbington, met the brothers at Bournemouth before Air Day to tell them a little about H.M.S. Daedalus.

She's a beauty of Bath— 'apple' of our eye!



Meet lovely Heather Blackmore, a hot pants beauty of Bath.

Everybody has heard about the Royal Navy's expensive "tail" in all those vast office complexes, but who would grudge a penny for such charming back-up support as Heather Blackmore, one of the young ladies working at the Ministry of Defence (Navy) at Bath.

Heather, recent Bath area finalist in the Bristol Evening Post's hot pants competition; enjoys horse riding and owns her own four-legged transport.

Australian visits for Intrepid

Fremantle was first port of call for H.M.S. Intrepid during her visit to Australia, and she soon began to attract sightseers.

When the Intrepid moved on to Melbourne, her commanding officer (Capt. W. D. M. Staveley) gave a ten-minute television interview which was transmitted during the ship's stay.

He answered questions and explained the role of assault ships in the Royal Navy.

A.B.C. TV also recorded a film in which senior Australian Service officers and scientists saw vehicles disembarking from the ship.

The tour ended with a visit to Adelaide.

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Three-year base port programme

Information contained in the commissioning forecast, which has been a valued feature of Navy News for many years, will have to be conveyed in a different form now that continuous commissioning has been introduced.

As part of the change, Navy News this month publishes a list of ships down to destroyers and frigates, giving their base ports as planned for the next three years (1971-1973).

The aim is to assist ratings in selecting the ship and base port of their choice should they so desire. Drafty, as always, will do his best to oblige, although it must be on the basis of first come first served.

Ideally, the base port is that port at which the ship commissions, and pays off, gives seasonal leave, sails from and returns after deployment, and where "assisted maintenance periods," "docking and essential defects," and normal refits are undertaken.

Base port changes for ships in commission are avoided as far as possible, although at times a few changes cannot be avoided.

Any base port changes which become necessary will be published as soon as possible after they have been approved.

The following list will be updated and published periodically (at least every six months):

AIRCRAFT CARRIERS

EAGLE	Devonport
ARK ROYAL	Devonport
HERMES	Devonport

COMMANDO SHIPS

BULWARK	Devonport
ALBION	Portsmouth
	(Devonport from end 1972)

ASSAULT SHIPS

FEARLESS	Devonport
INTREPID	Devonport

CRUISERS

BLAKE	Portsmouth
TIGER	Portsmouth

GUIDED MISSILE DESTROYERS

DEVONSHIRE	Portsmouth
HAMPSHIRE	Portsmouth
KENT	Portsmouth
LONDON	Portsmouth
GLAMORGAN	Devonport
FIFE	Chatham
ANTRIM	Portsmouth
NORFOLK	Portsmouth
BRISTOL	Portsmouth

FRIGATES AND DESTROYERS

SHEFFIELD	Portsmouth
ACHILLES	Devonport
AJAX	Devonport
ANDROMEDA	Devonport
APOLLO	Devonport
ARETHUSA	Portsmouth
	(Devonport from June 1973)
ARGONAUT	Devonport
ARIADNE	Devonport
AURORA	Chatham
	(Devonport from October 1972)
BACCHANTE	Portsmouth
	(Chatham from May 1972)
CHARYBDIS	Portsmouth
CLEOPATRA	Devonport
DANAE	Devonport
DIDO	Chatham
	(Devonport from December 1973)
DIOMEDE	Chatham
EURYALUS	Devonport
GALATEA	Portsmouth
	(Devonport from October 1971)
HERMIONE	Portsmouth
JUNO	Chatham
JUPITER	Devonport
LEANDER	Devonport
MINERVA	Chatham
NAIAD	Portsmouth
	(Devonport from January 1973)
PENELOPE	Devonport
PHOEBE	Chatham
SCYLLA	Devonport
SIRIUS	Portsmouth
	(Devonport from Februrary 1, 1972)
BERWICK	Portsmouth
BRIGHTON	Chatham
FALMOUTH	Portsmouth
LONDONDERRY	Portsmouth
LOWESTOFT	Chatham
PLYMOUTH	Devonport
RHYL	Devonport
ROTHESAY	Portsmouth
YARMOUTH	Rosyth
ASHANTI	Portsmouth
ESKIMO	Chatham
GURKHA	Rosyth
MOHAWK	Devonport
	(on commissioning)
NUBIAN	Rosyth
TARTAR	Devonport
	(Portsmouth from January 1972)
ZULU	Rosyth
JAGUAR	Chatham
LEOPARD	Portsmouth
LYNX	Devonport
PUMA	Devonport
	(Portsmouth February 1, 1972)
CHICHESTER	Chatham
	(refit at Rosyth from September 1971)
LINCOLN	Chatham
SALISBURY	Devonport
AMAZON	Devonport
RAPID	Rosyth
CAPRICE	Devonport
CAVALIER	Chatham
EASTBOURNE	Devonport
	(Rosyth end 1972 — change of task)
SCARBOROUGH	Devonport
TORQUAY	Portsmouth
	(on commissioning)
TENBY	Devonport
UNDAUNTED	Chatham
	(Portsmouth from September 1971)
DUNDAS	Chatham
EXMOUTH	Chatham
HARDY	Chatham
GRENVILLE	Portsmouth
MATAPAN	Portsmouth
ULSTER	Portsmouth
KEPPEL	Rosyth
PALLISER	Portsmouth
WHITBY	Portsmouth

Commissioning forecast

Latest commissioning forecast details are as follows:—

SEPTEMBER

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.
VIDAL FLIGHT. September 27. Transfers to Hecate (tentative).

OCTOBER

GALATEA (GP Frigate). October 4. At Devonport. Dockyard Control. Port Service.
ZULU (GP Frigate). October. U.K. cooks and stewards replace L.E.P.

NOVEMBER

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (building).
MOHAWK (GP Frigate). November 25. Trials crew at Portsmouth. Commissions April 17, 1972. L.E.P. (A).
WHITBY (A/S Frigate). November 12 at Gibraltar. General Sea Service. Home/East of Suez.

DECEMBER

RHYL (A/S Frigate). December 2 (tentative). Trials crew at Devonport. Port Service. Commissions end January, 1972.
BRIGHTON (A/S Frigate). December 1. Trials crew at Chatham. Port Service. Commissions February 17.
BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.
BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.
GAVINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.
HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff.

JANUARY, 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. Commissions April 6.
TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.
MONKTON (CMS). January at Devonport. Local Foreign Service. 6th M.C.M. Squadron. L.E.P. (A).
BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.
HUBBERSTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.
RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home/East of Suez/Home.
APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp.
ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp.
EXMOUTH (A/S Frigate). January February (tentative). L.E.P. cooks and stewards replace U.K. ratings. (Captain and W.R. only.)

FEBRUARY

BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home/East of Suez/Home.
PENELOPE (GP Frigate). Mid-February (tentative) at Chatham. Long refit party. Port Service.
MATAPAN (Destroyer). February 24. Trials crew at Portsmouth. Port Service. Commissions June 30 for AUWE trials.
APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. Commissions April, 1972. Captain's Command.
TIGER (Cruiser). February 4. Trials crew at Devonport. Port Service. Commissions May 26.

MARCH

WISTON (CMS). March (tentative). Trials crew at Gibraltar. Port Service.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service. Captain's Command.
APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's Command. (Far East). (Phased). L.E.P.
MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home/East of Suez. L.E.P. (A).

MAY

KENT (GM Destroyer). May 4. Trials crew at Portsmouth. Port Service. Commissions August 31.
ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service.
TIGER (Cruiser). May 26 at Devonport. General Sea Service.

JUNE

LEANDER (GP Frigate). June. Trials crew at Devonport. Port Service. Commissions August.
NUBIAN (GP Frigate). June 15 (tentative). Trials crew at Rosyth. Port Service. Commissions September 7.
MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship.
ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company (R.M.). General Sea Service. Home/South Atlantic, South America.
INTREPID (Assault Ship). U.K. cooks and stewards replace L.E.P.

JULY

TRIUMPH (Fleet Maintenance Ship). July. C. and M. party at Chatham. Port Service.
LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.

AUGUST

KENT (GM Destroyer). August 31. at Portsmouth. General Sea Service. Home/Med.
LEANDER (GP Frigate). August at Devonport. General Sea Service. Captain's Command with full staff.

SEPTEMBER

ARIADNE (GP Frigate). September. Trials crew at Devonport. Port Service. Commissions December. L.E.P. (A). U.K. Base Port, Devonport.
ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.
NUBIAN (GP Frigate). September 7 (tentative) at Rosyth. General Sea Service. Home/West Indies.

OCTOBER

AURORA (GP Frigate). October. C and M party at Chatham. Port Service.

NOVEMBER

HAMPSHIRE (GM Destroyer). November 20 (tentative). Trials crew at Portsmouth. Port Service. Commissions January 15, 1973 (tentative).
HYDRA (Survey Ship). November at Hong Kong. Foreign Service (Far East). (Phaser). L.E.P. (A).
EASTBOURNE (A/S Frigate). November (tentative) at Rosyth. Port Service. MEA's training ship.
FEARLESS (Assault Ship). U.K. cooks and stewards replace L.E.P.
ESKIMO (GP Frigate). November 16. Trials crew at Chatham. Commissions February. 1, 1973 (tentative).

DECEMBER

ARIADNE (GP Frigate). December at Devonport. L.E.P. (A). General Sea Service. Home/East of Suez.
HERMES (LPH). December 1 (tentative). Trials crew at Devonport. General Sea Service. Commissions end April, 1973.
ALBION (LPH). December. Care and maintenance party, Devonport.

JANUARY, 1973

HAMPSHIRE (GM Destroyer). January 15, 1973 (tentative) at Portsmouth. General Sea Service. L.E.P. (A).
NAIAD (GP Frigate). January. C and M Party at Devonport.

NOTES

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards; B—All Cooks and Stewards, other than P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

JANUARY, 1972

ONSLAUGHT — at Devonport. Final manning date, January 21.

MAY

NARWHAL — at Chatham. Final manning date May 19.

JULY

CACHALOT — at Devonport. Final manning date July 21.

Drafting preference cards for Electrical branch volunteers for Narwhal are required by mid-December, 1971; and for Cachalot by mid-February, 1972.

Volunteers from other branches are required not later than one month after the Electrical branch volunteers.

Puma bounds up the Rock

First off for the new Western Fleet Top of the Rock Race trophy were teams from H.M.S. Puma and her challenger, H.M.S. Vidal.

On July 27, Cdr. J. Paton, the Vidal's commanding officer, lowered the flag outside the tower for 31 runners, with the finishing line 2.7 miles away and 1,200-feet up the Rock.

First home, in 25 minutes 16 seconds was Ldg. Stwd. Joe Cannon, from the Puma, just over five minutes outside the known record.

Last home were two Vidal men who had found the ice cold beer at the half-way mark at St Michael's Cabin too much of a temptation!

The Puma carried the honours, her first six runners averaging 27 minutes 20 seconds. The Vidal's top six were close behind, averaging 28 minutes 56 seconds.

The Puma's sponsored runners raised £42 for the ship's Guide Dogs for the Blind fund.

Details of the competition, and a picture of the trophy, are on page 39.

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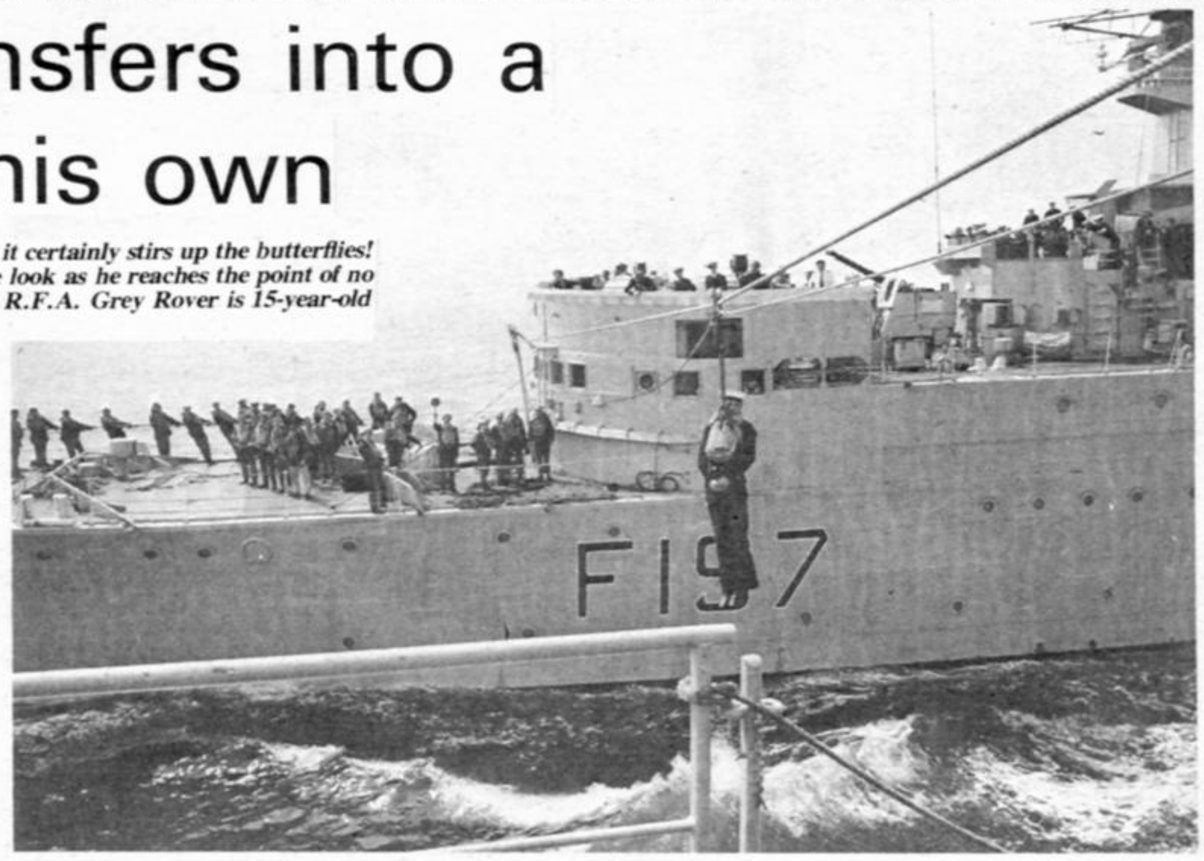
Nigel transfers into a class of his own

Making history is all very well, but it certainly stirs up the butterflies! The young man with the apprehensive look as he reaches the point of no return between H.M.S. Grenville and R.F.A. Grey Rover is 15-year-old Nigel Thompson.

The son of Osprey Chief Photographer Charles H. Thompson — who was naturally keeping a fatherly lens on his boy at the time — Nigel is a fifth-former at the Royal Hospital School, Holbrook.

With six other boys from the school he spent a day on board the Grey Rover and made a small piece of history by becoming the first, and to date, the only Royal Hospital schoolboy to be jackstayed. Nigel went to and from the Grenville while the ships were steaming off Harwich.

The party was led by ex-CPO Arthur Lilley, now a Naval instructor at the school.



". . . The determined and gallant performance of H.M.S. Ulster was the outstanding feature of this night of action."

Enemy force faced alone



The words quoted above are those of Captain (D)16, written in 1943 about a ship that had only been in commission for three-and-a-half months.

The action took place during the middle watch on October 4 when Force X, comprising H.M. Ships Limbourne, Tantaside, Ulster, Grenville and Wensleydale, met three German Elbing class destroyers and two E-boats off the Ile de Bas.

In the resulting engagement, H.M.S. Ulster outpaced the Hunt class destroyers, and when the Grenville caught fire she was left on her own ". . . to close and engage a superior enemy . . . for nearly 30 minutes."

The Ulster had the satisfaction of sinking one E-boat and of learning later that two of the enemy destroyers were put out of commission for five months.

The ship continued to see action throughout the remainder of the war. In January, 1944, she was present at the Anzio landings, and destroyed an enemy aircraft.

Two months later, while in company with H.M.S. Laforey and H.M.S. Tumult on patrol in the Mediterranean, the ship obtained a definite Asdic contact and exhausted her ammunition in carrying out seven attacks in an anti-submarine action that was to last 22 hours.

Shared 'kill'

The Ulster was not in the scene of action when U-223 surfaced and was destroyed by gunfire after she had torpedoed and sunk H.M.S. Laforey, but the ship was credited with 20 per cent. of the " Kill " in this long engagement involving six ships.

After D-Day landings, in which H.M.S. Ulster was one of the bombarding destroyers, the ship sailed for the Pacific and played a part in the Okinawa and Sakashima Island battles.

On April 1, 1945, when operating 100 miles south of Miyakl-shima in the Ryukus, with Task force 57, the ship sustained a near miss from a 350lb. bomb when an unexpected enemy air attack materialized.

Crippled

A large hole was blown in the side, about 12ft. square, and the boiler room and engine room were flooded, killing three men.

Swift action by the ship's damage control team ensured that the ship stayed on an even keel, and she was towed by H.M.A.S. Quiberon and then H.M.N.Z.S. Gambia to Leyte in, the Phillippines, five days' sail away.

Indeed, H.M.S. Ulster had a very busy war — as befitted a sleek destroyer armed with four 4.7in. guns as her main armament, and with four 40mm. and four 20mm. guns as her secondary weapons.

In addition, the ship had eight 21in. torpedo tubes which were used in the action on October 4, 1943.

The ship's speed in those halcyon days was 34 knots, produced from two 3-drum boilers giving 40,000 s.h.p. — and she can still steam at over 30 knots despite additional superstructure and the wear and tear of half-a-million miles.

Converted

As the emphasis of war at sea changed, so did the role of H.M.S. Ulster, and in 1954 she emerged from Chatham Dockyard as a fully converted Type 14 anti-submarine frigate.

Further modifications have been necessary to equip her for her present duties as the navigational training ship for H.M.S. Dryad. In this job she must have become the most familiar warship silhouette in the Solent, but her cruises take her farther afield, up into the splendid scenery of the Western Isles and Norwegian fiords.

Although the planning for these trips is done from the bridge, the ship claims the hardest worked engine-room in the Fleet when often four or five " dummy anchorages " are carried out during each watch.

Adopted

The ship's crest is that of Northern Ireland showing the bloody hand of one O'Neill who, according to legend, was a Norseman, who took part in a race to decide who was to rule over Ireland.

The rules stated whoever touched the shores first would eventually be overlord of the country.

O'Neill, seeing another boat about to outstrip his own, is said to have cut off his right hand and hurled it to the land, thus establishing his claim.

On September 29, 1961, H.M.S. Ulster was adopted by the town of Bangor, Co. Down.

Sadly, after this remarkably eventful life, H.M.S. Ulster is due to pay off for the last time in 1972.

EXPLOITS OF A SHIP AT WAR

SHIPS OF THE ROYAL NAVY No. 190

The present Type 15 fast anti-submarine frigate, H.M.S. Ulster, was launched as a destroyer in November 1942, completed the following June, and was soon in among the action.

Her battle honours are: English Channel 1943, Adriatic, Mediterranean and Normandy (all 1944), and Okinawa 1945.

Her predecessor in the name was a destroyer of 1917 which was sold in 1928.

Your Photo Postcards

Postcards of H.M.S. Ulster or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 74 Navy News postcards are 70p each (including postage.

Other ships in this series are:

Abdiel, Acheron, Adamant, Agincourt, Aisne, Albion (Pre Mod), Albion (Mod), Alderney, Andrew, Andromeda, Apollo, Arethusa, Ark Royal (Pre Mod), Ark Royal (Mod), Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake (Mod and Pre Mod), Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod), Bulwark (Mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod), Eagle (Pre Mod), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod), Leopard (Pre Mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Lock Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod), Lynx (Pre Mod), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod), Salisbury (Pre Mod), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Vigo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest, Zulu, Ajax, Alamein, Belfast, Broadsword, Olmeda, Victorious and Walrus.

'TELL US A STORY'

Men who have served in H.M.S. Ulster during her long and eventful life are bound to have many and varied memories — personal recollections of life in a ship in war and in peace.

Now, as this veteran of the Fleet nears the end of her long career (next year she is due to pay off for the last time), plans are being made to record those memories in a magazine about the ship.

Lieut. D. J. Childs, H.M.S. Ulster, BFPO Ships, hopes that old Ulstermen will send contributions to him for inclusion in the magazine.

"Anyone wishing for a copy of the magazine should also write to me, but I cannot, as yet, quote a price as this will depend on the circulation we get," he says.

Speed demo. for a king

During an international naval review off Ostend H.M.S. Sabre was asked by King Baudouin of Belgium to give a demonstration run, and the fast training boat obliged in impressive style, passing 40 feet from the King at 40 knots.

The occasion was a highlight of the celebrations marking the 25th anniversary of the forming of the Belgian Naval Force, and four Royal Navy ships were among the 40 vessels from nine nations taking part.

H.M. ships Stubbington, Highburton and Sabre visited Ostend, while H.M.S. Palliser went to Zeebrugge, before the climax of the visit, the review off Ostend on July 20, when the Belgian ship Zinnia, with the King embarked, steamed slowly down the two lines formed by all its warships.

Later, senior officers of the participating nations met the King and Queen Fabiola at a reception, among those attending being Lieut-Cdr G. E. T. Cartright, commanding officer of H.M.S. Palliser.

A good social programme was arranged for the visit, and there were coach trips to the attractive medieval town of Bruges.

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N

Letters to the Editor

When Rookies went to war...

The article in the July issue of your excellent paper headed "Rookie Sailors for the Fleet?" reminds me that during the war years an ordinary seaman was pronounced fit for sea after a training spell of ten weeks.

In my case I found myself aboard a front-line destroyer immediately after training, and in the three months which followed, my ship was engaged in a Malta convoy, a Russian convoy and the North African landings.

I soon found my sea legs all right!

Archie Meiklem

Glasgow.

HE'S ANNOYED

Can you explain why a serving member of Her Majesty's Forces must have his F/Vote 33 Register of Electors 1972 signed by an Attesting Officer?

This is a point which annoys me, in as much as I can fill out my Electoral Form which is delivered to my own house (as head of the family), and no requirement is made on that to have it signed. My word is taken that I have filled it in truthfully.

Am I not trusted to do the same when I put on Her Majesty's uniform?

P. R. James
CPOE1

H.M.S. Tiger

Antarctic Club

The Antarctic Club, referred to in your May issue, is still very much in existence with a membership of over 300.

The club was founded in 1929, and apart from the war years has held a reunion on a date as close as possible to January 17, the day on which Captain Scott reached the South Pole.

I imagine the silver tankards went into naval stores when H.M.S. Scott was taken out of commission.

Soon after this, in January 1963, Rear-Admiral Irving, then Hydrographer, returned the portrait of Captain Scott to the Antarctic Club. The portrait was painted by the daughter of Commander Bernacchi, a member of Scott's Expedition.

A. Stephenson
(Hon. Secretary)

A few queries

Can any of your readers help? Are any of the ships sunk as breakwaters, foundations, etc., at Plymouth, Sheerness, Harwich, Chatham, etc., still visible?

The Grace Dieu, burnt at Bursledon in 1439, was hoped to be salvaged in 1967. Was salvage completed or are the ribs still visible?

Are any remains of the training ship Conway (built as H.M.S. Nile in 1839 and which was burned in 1956) still visible?

Is the high test peroxide submarine Excalibur still in existence?

Finally are there any survivors of the Dark class patrol boats?

R. Harris

Bromsgrove,
Worcestershire.

Cruiser chased E-boats at 44 knots

(says rumour)

Being interested in the race between H.M.S. Cavalier and H.M.S. Rapid, I beg to differ with Mr. May (July issue) as to the fastest destroyer in the 1920's.

The Tyrian and the Turquoise were certainly fast boats, and as far as I can remember nearly touched 40 knots on trials. However, I commissioned the Tourmaline (Lieut. D. McGrath) and on trials she did 41.3 knots. The other two boats of her class were the Speedy (sunk in the Black Sea) and the Toreador.

The Fourth Flotilla in those days comprised 24 boats, mostly S or T class. These were followed by the larger V and W class with a speed around 33 knots. About 60 of them were in operation and rendered very valuable service.

W. C. Ashby

Romsey, Hants.

May I join the fast ship discussion?

How about H.M.S. Codrington, a destroyer leader built especially in the late 1920's for speed experiments (at the time I believe we were worried about the fast Italian cruisers).

There was also the Manxman and Welshman, fast minelaying cruisers of the 1940's. They were reputed to be capable of well over 40 knots.

Rumour has it that during a Malta convoy, the Manxman was chasing E-boats at about 44 knots, and rumour, always leaning towards under-statement goes on that Manxman still had three or four oil fuel sprayers to spare!

R. S. Swannell

Hove, Sussex.

I too have read with great interest about the fastest ship, and wonder why there has been so little inprovement in speed over the last 50 years.

I served in the L class destroyers at Harwich, and then in the S class. The Sturgeon did 36 knots on trials, and the older boats all did well over 30.

I never saw the Tyrian, but knew the crew of the Tetrach, which was faster than us.

L. V. Bedford

Staines.

PRIDE OF THE OLD 'UNS

Whenever one picks up Navy News one finds pictures of old sailors who were in a certain ship, attending the launching or commissioning of a new ship bearing the name. They were proud to serve in that ship and in the Royal Navy, and by their bearing they still show this.

What gives them this pride? One would like to know the answer because in the modern Navy one hears moans, yet we have good pay and a lot more amenities than the "Jacks" of yesteryear. Has the Navy through modernization lost something?

Carl Beeson

Plymouth.

Navy News experience suggests that no-one is permitted to know the answer until he leaves the Service. Then nobody needs to tell him. — Editor.

SHE PACKS A PUNCH



The Royal Navy's fourth Polaris submarine, H.M.S. Revenge, cuts a formidable figure in this impressive new picture. Like other Polaris submarines, the Revenge has two crews, each about 150 strong.

Last year she went to the United States to test fire her missiles before becoming a fully-operational unit of the Royal Navy's Polaris force.

'Good old days'

As a Wren who married and left the Service in August 1969, I miss the "good old days" and would give my right arm to rejoin. If anyone now serving should complain I'd take their place any time! Only that would not be possible.

The next best thing is hearing from **anyone** who can remember me.

Christine Ross
(formerly Andrews)

Oakham, Rutland.

THE UNWANTED OSTRICH EGG

Reference the letter written by CYS E. J. Freestone (May issue), I served with him in H.M.S. Fierce, 1947-49, under Captain Adams, who was MS 2.

Freestone must have told the captain about my birthday. I was sent for and he kindly offered me a drink, and promptly gave me a birthday present which he had received on his birthday and did not want. A full-sized ostrich egg!

I wrapped it up in a box in our wardrobe. Leaving the ship before Freestone, I have since wondered whatever happened to the egg. I hate to think what would happen it if got broken.

S. J. Hide
(ex-CPO ME)

Ardingly, Sussex.

Recalling the 'Crabby dish'

Mention that the fourth Charybdis was probably the last ship to issue salt pork (July issue) has prompted me to write that I had my share of it.

I commissioned Charybdis at Devonport a few days before the outbreak of war in August, 1914. We were known as the Eleventh Cruiser Squadron under the command of Admiral (Tin Eye) Wemyss (he wore a monocle). The other ships of the squadron were H.M. Eclipse, Diana and Talbot.

The Charybdis had no refrigerator, or facilities for baking bread. When going to sea on 14 days patrol, we would take on board two days supply of fresh meat and bread, and for the remaining time were issued on alternate days with salt pork or tinned corned beef, and had hard biscuits in lieu of bread.

On returning to harbour, and getting soft bread again, it was such a treat we would sit down and eat most of the day's ration.

After a collision at sea, the Charybdis, with a badly damaged bow, was left at Bermuda in February, 1915, and I understand that she never went to sea again as a cruiser. Her guns were removed and installed in merchant ships.

I note the present Charybdis has the delightful pet name "Cherry B." Not so the fourth Charybdis. We referred to her as the "Crabby dish" — and with good reason.

William Howard

Cobh, Co. Cork.

Fond memories of tot time

As the first anniversary passes, how has the Navy fared without its rum? We have survived I suppose, but was it such a good decision, or for that matter really necessary?

Tot time, the great traditional social event of the Royal Navy is gone, and the Navy is poorer for the loss.

No longer do the lads look forward to conducting the business of the Lower Deck over their tots. No more the cheerful, never begrudged offer of "Have a wet" to a total stranger in the mess.

No longer seen — the two finger spread or heard those two best loved words in the matelot's vocabulary, "Come round."

Not now the production of those illegal bottles to whose existence no one ever admitted to "wet the baby's head," or for "Black Mass" after a cold Divisions, or for "starters" before a run ashore, or any other reason that Jack thought valid at the time.

It made the matelot different from the herd; different from those lesser mortals who lived ashore, be they civilians or RA.

Tot time is stilled, and somehow the chief stokers who fly over Sorrento do not sound the same any more.

Jock

H.M.S. Bacchante

In Scandinavia

May I be permitted to add a few words on your report of H.M.S. Bulwark in Scandinavia.

As an R.N.R. chief petty officer I was extremely lucky to be aboard H.M.S. Bulwark for this trip for my annual sea training.

The weather in Stockholm was magnificent and the hospitality great. Although the weather deteriorated somewhat in Helsinki, another beautiful city, the same hospitality was apparent.

To dance the night away as we did was quite an experience for a time expired (almost) R.N.R. "civvy", tied down to a nine-to-five job.

My personal lasting memories include those of the fine crowd of chaps in my mess, who made my stay so immensely enjoyable.

D. Carden

R.N.R. London.

Battle of Jutland

Regarding Mrs. Pratt's letter (July issue) about H.M.S. Invincible lost in the Battle of Jutland, and of which her husband was one of six survivors, I watched the scene as a signal boy on the bridge of the light cruiser H.M.S. Chester.

About 6.30 a succession of explosions and a great tongue of flame came from the Invincible. When this cleared she had broken in two. Her bow and stern were standing up, and then disappeared altogether.

F. J. Saffell

Walthamstow, E.17

Lit-up Phoebe

Without wishing to denigrate H.M.S. Triumph's performance in staging a Son et Lumiere pageant featuring the ten ships of the name, I would like to put on record the fact that the ship's company of the cruiser Phoebe related the story of her forebears in this manner while the vessel lay in dock in Malta in 1950.

I was the junior of the ship's electrical officers at the time, and was presented with the problem of the lighting arrangements.

John. H. Maber

Ashley, Wilts.

The riddled ship's bell



In the July issue, Mr. Horton asked where the ship's bell of H.M.S. Illustrious finished up (it was riddled during bombing attacks off Malta).

The bell — pictured here — is now in the National Maritime Museum, Greenwich. I served in the Illustrious from 1940 to 1948.

W. Gabriel
(ex-CPO)

Bandon, Co. Cork.

More letters in page 29

Exmouth rejoins the Fleet



The guard, band and ship's company drawn up at the end of the rededication service, having seen the commanding officer, Lieut.-Cdr. J. A. May, piped aboard the Exmouth for the first time since taking her out of dockyard hands.

H.M.S. Exmouth is back as an operational ship of the Western Fleet after three years of gas turbine propulsion trials. After a work-up period this month she will become a full member of the Portland Squadron.

Families and friends of the ship's company attended a service of rededication at the end of a four-month refit at Chatham.

Flag Officer Medway, Rear-Admiral F. C. W. Lawson, was the guest of honour and during the reception the cake was cut by Mrs. Charlotte May, the wife of the Exmouth's commanding officer, Lieut.-Cdr. J. A. May.

Mrs. May was assisted by JS Stuart Littlewood, whose home is at Brighton.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO — J. Collins 839179; D. E. Edwards 864704; D. J. Grantham 901097; R. H. Hooper 887491; M. S. Poole 923097; T. J. Purdie 904225; K. A. Robinson 870329; B. T. Savage 921546; R. Soal 883380; H. Thompson 836417.

To MAA — D. F. R. Laird 865703; P. N. Le Houx 890190; J. P. Owens 870834.

To CPOWTR — C. E. Cooksley 950609; D. H. Frampton 918458; V. Leslie 924617; R. J. Mulroy 923843.

To CPOSA — R. W. Bond 913259; H. E. Comlay 897282; M. G. Frankeiss 935510; A. E. Pritchard 925231.

To CPOCA — D. D. Burnett 945425.

To CPOCK — H. Sherwood (ex O) 909450; D. M. Brown (ex S) 886964; R. Wilson (ex S) 924712.

To CPOSTD — K. H. Jeffries 888346; E. A. Naylor 912803; N. Rostern 851918.

To ACMEA (P) — P. de C. Morris 969969.

To ACMEA (H) — A. F. Sykes 956663.

To ACMECH — A. Hopwood 975410.

To CMEM — R. Howe 961301; J. H. Johnson 937589; R. J. Mengham 892400; C. B. Morgan 914889; T. Moriarty 892124; A. R. Oliver 898072; R. Threlfall 891897; C. Thomson 775738; J. H. Thompson 931299; R. T. Trueman 894431; D. Tull 920217; A. F. Turgoose 891019; G. G. Vernon 921202.

To CCEL — W. S. McIntosh 924363.

To ACOEA — N. H. Freemantle 833457.

To ACOEMN — J. M. Connelly 949803.

To COEL — D. E. Bickerdike 908335; M. Coyle 979177; T. L. Jones 941494; N. J. Newton 980979.

To ACREA — C. W. Hodges 057394; B. Kitching 057414.

To ACREMN — A. J. Marvin 915306; G. F. Prendiville 957047.

To CREL — M. S. Chivers 974085.

To CRS — D. A. Hallihan 930717; C. C. Moses 050711; J. Wharton 835689.

To CCY — T. T. Windsor 950787.

To ACMT — A. D. Matthews 900304; R. C. F. Morgan 890731.

To CPOMA — N. E. Fry 835846.

To Ch Wren (Reg) — M. R. Fox 122638.

To Ch Wren St Asst (Clo) — J. Henry 121915.

To Ch Wren (Qtrs Asst) — J. M. Maddocks 120739; D. E. J. Foxton 122246.

To Ch Wren (Cook) — J. I. Woods 107877.

To Ch Wren (Switch Op) — A. D. Theobald 120592.

To CA(AH) — D. M. Breen FX 901708.

To CA(SE) — R. A. Huthwaite FX 906295.

To CREL(A) — J. Pease FX 908245.

To ACAA/MECH — A. Hoare F 935058; D. G. Alty FX 855671; J. Holmes F 974231.

POINTS LEADERS

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

The number in brackets indicates the number of men with the same number of points.

CPO	**PO**	**LS**
1584(4)	339(3)	75(5)
Ch Smkr	**CPOCA**	**CPOWtr**
1492	1532	1328
PO Wtr	**L Wtr**	**CPOSA**
392	246	1474
PO SA	**LSA**	**CPO Ck (ex S)**
693	538	1993
PO Ck (ex S)	**L Ck**	**CPO Std**
1001	495	2036
PO Std	**CPO Ck (ex O)**	**PO Ck (ex O)**
336	1930	714
MAA	**MAA (ex Coxn)**	**RPO**
1156	1264	607
CMEA(H)	**CMEM**	**LMEM**
399	2022	90
CCEL	**COEL**	**CREL**
1564	1274	1300
CRS	**RS**	**LRO(G)**
1541	566	410(4)
CRS(W)	**CCY**	**CY**
472	1301	526
LRO(T)	**CMT**	**CPO MA**
312	409	588
PO MA	**L MA**	**CAF(AE)**
744	404	811(2)
POAF(AE)	**LAM(AE)**	**CAF(O)**
356	340	1293
POAF(O)	**LAM(O)**	**CA(AH)**
206	286	1662
POA(AH)	**LA(AH)**	**CA(SE)**
743	260	1008
POA(SE)	**LA(SE)**	**CA(Phot)**
618	Nil	608
POA(Phot)	**LA(Phot)**	**CA(Met)**
413	371	739
POA(Met)	**CEL(Air)**	**POEL(Air)**
Nil	1610	186
LEM(Air)	**CREL(Air)**	**POREL(Air)**
180	1947	287(2)
LREM(Air)		
299		

The following rosters are "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMEA(P), C Mech, POMEM.

The following rosters are "dry": L Std, CCEA/CCEMN, POCEL, LCEM, COEA/COEMN, POOEL, LOEM, CREA/CREMN, POREL, LREM, RS(W), LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CREA(Air), CHELMECH(Air), CHRELMECH (Air), LA(Met).

'Suppliers of anything . . .'

Aeneas is not with Dido in Hades, but undergoing a maintenance period after a 14-week running period, which was completed without difficulty, defect, or dramatic exhibitionism.

Some people think that "A" boats are past their prime. However, during the past three months H.M.S. Aeneas has run non-stop for 8,500 miles without a maintenance period.

In addition to the usual "clockwork mouse" running at Portland and off Culdrose, she has taken part in a successful NATO exercise, celebrated her 25th birthday while on a visit to Newport (Mon), educational trips for General Service and the R.A.F. and top submarine of the Second Submarine Division in a recreational week.

After a variety of other tasks she finished up by performing for the Prince of Wales in the Western Approaches.

Says the ship: "We have a coat-of-arms on the fin — 'By Appointment only, suppliers of anything needed. Hot Goblin 1971.' "

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Left: Suffolk. Bottom Right: Scharnhorst. Top Right: Ark Royal.



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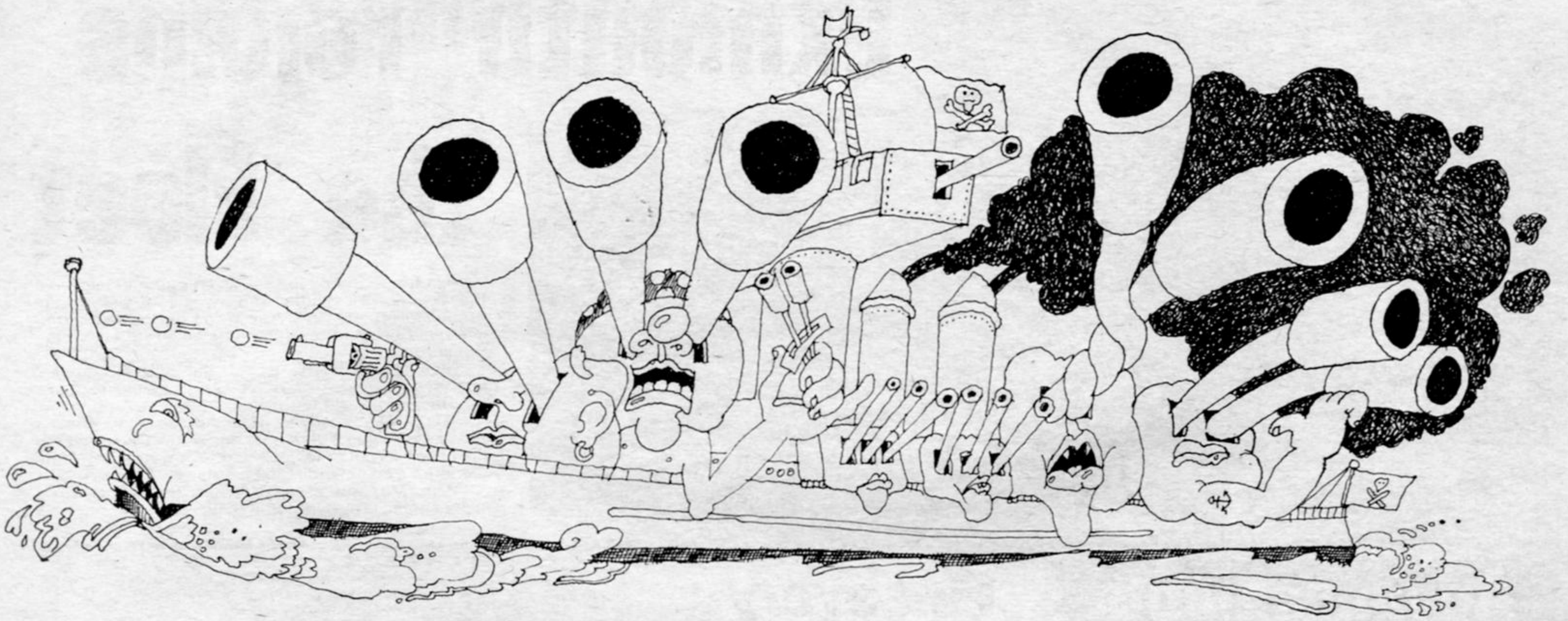


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All play and no work?

'NOT IN THE ARK'

says

Musician Alick L. Harwood

"Cor. You've got a cushy job, ain't yer, Royal?" I wonder how many times I've heard that said this commission?

I'm hoping to show in this article how a Royal Marine band in one of H.M. Ships works, and also tell of our exploits in America . . .

We sailed in H.M.S. Ark Royal on June 2 for sunny Florida and en route we rehearsed full time for the various engagements ahead of us — Beating Retreat, concerts, cocktail parties and dances.

In between rehearsals we entertained the ship's company with military and dance band concerts, light music for replenishments at sea and even helped them to keep fit, with musical physical training.

When the ship began Exercise Rimex with the Americans, the band was called on to do watches in the air direction room on recording duties. Music is not the sole limit of our work . . .

On arrival at Fort Lauderdale, Florida, our first taste of work was providing orchestral background music at the official reception and cocktail party. Afterwards we did a quick costume change into ceremonial gear, and Beat Retreat on the flight deck.

Our second day was free, giving us the chance to see some of the Lauderdale life, but the next night we were working again, at a baseball match in Miami. Afterwards we were entertained by the United States Marine Reserve to dinner at an Italian restaurant.

The ship's chaplain, the Rev. Bill Waters, came along with us and while trying to get into a better position to be photographed, he unwittingly disconnected an electricity supply to a tank of 250 lobsters.

With lobsters at about five dollars a time, Mr. Waters was a mighty worried man!

The fourth day was taken up by concerts at the Swimming Hall of Fame in Fort Lauderdale and at the Beach Granstand, Hollywood (Florida not California!)

Anti-climax

On visitors' day we were engaged on the jetty, playing to the queue of sightseers and later the dance band played at the British-Floridian Society's dance for some of the ship's company. Zhanrak Lee, the ship's group, helped to make it a most enjoyable evening.

We sailed from Fort Lauderdale to the sound of car horns, bells and bagpipes, and headed for Mayport, the naval port which proved to be an anti-climax after Lauderdale.

Our work load was greatly reduced, but on our first night we Beat Retreat and the next day we provided light music at the presentation of the Britannia Trophy to a U.S.N. pilot.

Do you go for the one with the most meat, or with the smallest claws? Musician Peter Rose (left) plays it safe during this lobster - picking episode at a Miami restaurant, while Cpl. Bugler Ron Chandler risks a nip. Still pondering are Musician Dave Harris and Bugler Arthur Webb (right).



On the third day a U.S. Marine Corps drill display team gave quite a show, with rifles spinning all over the place!

Our final job in the States was at an Independence Day party, at which our commanding officer, replying to comments made by American officers about the War of Independence, said: "Anyway, if we'd really meant business we would have sent the Royal Marine band in first."

I didn't think we sounded that crippling . . .

Triumphant expedition

A three-day expedition in two whalers and a cutter gave 12 members of H.M.S. Triumph's sailing club some useful experience while the ship was in Hong Kong.

Visits to two of the outlying islands provided an overnight stop, and despite some stormy conditions, when the going got rather tough, Aberdeen Harbour and Stanley were also visited.

STOPPING THE ROT

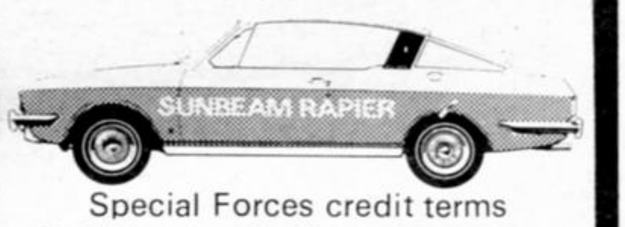


An idea which will help to prevent salt water corrosion of aircraft engines has earned CPO Granville Angell a Ministry of Defence Invention Award.

CPO Angell, who recently completed a tour of the Far East with H.M.S. Albion, was responsible for the invention, construction and successful operation of a lightweight aero-engine compressor washing rig.

He is pictured receiving his Certificate of Merit from Vice-Admiral M. F. Fell, Flag Officer Naval Air Command, at R.N.A.S. Yeovilton.

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Kirkliston's divers help out

Royal Navy divers from the Hong Kong-based minehunter H.M.S. Kirkliston are pictured here helping to install a Royal Observatory wave recorder off the southern tip of Waglan Island. Information provided by the apparatus will be used in the design of the High Island dam, part of a reservoir scheme.

The operation took more than 15 hours because the divers could only tackle some of the more arduous precision tasks at periods of slack tide. Several hours of night diving were necessary, when the 150lb. recorder and its support were temporarily lashed to the 65ft. high tower which had been built to take the electronic gear.

The tower is covered by 25ft. of water under normal tide conditions.



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CUT OUT

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Fleet Chief boards

The second selection boards for Fleet Chiefs will sit at H.M.S. Centurion and H.M.S. Daedalus during the period Sept. 1 to 30, 1971.

The method of announcing the results has been changed. Instead of one NGM, there will be six NGMs issued on varying dates, but there will be a common seniority date of March 31, 1972, for all men promoted from this board, irrespective of the date of the announcement.

DCI 817/71

Salvage awards

Awards for salvage services rendered to the motor-boat Compleat Angler by H.M.S. Echo on November 4, 1970, are now ready in amounts ranging from £1.20 (11th class) to £9.60 (2nd class).

DCI 820/71

R.S.A. certificates

The award of R.S.A. certificates to Stores Accountants and Petty Officer Stores Accountants cannot be backdated before March, 1971, when the new arrangement was negotiated.

DCI 770/71





"Once upon a time there was a wicked red giant . ."

On the move?

Naval personnel required to travel on official duty and who may have queries about the conveyance of personal baggage at public expense, will find nearly a dozen pages of regulation and guidance to help them. (There are separate rules about furniture).

For instance, mention is made that to assist naval personnel proceeding on draft with the conveyance of their private effects, they may be loaned packing cases, when available, from the nearest naval store establishment. They have to be returned in about six months.

Incidentally, the arrangements for the conveyance of baggage of personnel given permission to travel between appointments by private car are given in the Supplement to BR 1950, Chapter S 16, Section 1.

DCI/ 762/71

Principle bent

The principle that Seaman SD officers are promoted from Seaman rating categories has had to be bent a bit, because of the shortage of (g) and (tas) candidates.

Up to ten ex-Ordnance Branch ratings are to be accepted as candidates for promotion to Acting Sub-Lieutenants (g) or (tas). Invitations to transfer will accordingly be issued by letter through commanding officers.

Existing and future (g) and (tas) candidates are assured that their prospects of promotion to SD officer rank will not be affected by these transfers.

DCI 815/71

Do the `writé' thing - and win a prize

Buying a gleaming new car, offering your prospective bride the chance of a mortgage deposit, or getting some really super hi-fi equipment . . . these are the possibilities open to officers and ratings of the Royal Navy simply by putting pen to paper.

Before interest fades swiftly at the mention of the word "essay," it should be remembered that the chances in this sort of competition are far more rosy than Ernie, where there are millions of other numbers on the drum.

Generally speaking essay competitions do not attract all that number of entries, which gives each one a much greater chance of success.

And it should be remembered that an essay does not have to be all toffee-nosed and long-worded. Anyone who feels like letting fly in the manner of the Mirror or Sun should have a go — just like that. The judges may take a fancy to blunt sincerity.

The plum awards are in the Peter Mitchell Trust essay competition, open to all members of the British Commonwealth navies of the rank of commander and below, including ratings.

This contest commemorates the name of a wealthy Australian grazier who died in 1921 leaving income from his estate to various Services.

Seven prizes range from 250 Australian dollars, to 1,250 plus books or instruments to the value of another 250 dollars.

The 1971 title is "The Implications of a Developing Soviet Naval Presence in the Indian Ocean."

DCI 746/71

Seamanship Boards

Fleet Chiefs and CPOs are to be used as members of Seamanship Boards for Petty Officer and Leading Seaman, as a result of successful trials in Naval Home Command.

The R.N. Seamanship Schools at Portsmouth, Rosyth, and Devonport are to have permanent Fleet Boards which include Fleet Chiefs and / or CPOs. Other Fleet Boards, may, at the discretion of the officers authorized to convene the Boards, employ Fleet Chiefs.

DCI 765/71

Not such a pressing problem...

That cry from the heart, "Hurry up with the iron mate or I'm going to miss my bird," should be heard with less frequency aboard ship in the future.

The basis of allowance for laundering irons for AC and DC ships fitted with fully-equipped laundries is to be increased from "one per 45 men to one per 29 or part of 29 men."

DCI 783/71

Sunny finale to a Service life

Officers or ratings who would like to have a "spell in the sun" as a finale to their careers can now go on a waiting list for loan service.

There are opportunities to serve in many Commonwealth and foreign countries, including Australia, Malaysia, Singapore, Nigeria, Brunei, Iran, Libya and Latin America.

Personnel requirements range from commanders (some with acting captain rank) to petty officers (a few posts are for leading rates).

A tour of loan service can vary from 18 months to 30 months, depending on the country involved, and in most cases calls for married accompanied volunteers.

Personnel on the waiting list will be invited to volunteer for particular loan service billets as they arise. If selected they may have their R.N. service extended to complete one tour of loan service or for a period not exceeding three years.

Local Overseas Allowance is payable as well as other pay incentives. There are also additional leave entitlements and duty-free concessions.

DCI 792/71

Rule change

Mechanicians (ex-Mechanics) whose courses begin after December 1, 1971, will be affected by a change of rule.

It has been decided that the accelerated advancement award will be made in all branches on advancement to the First Class rate instead of at the Second Class rate.

After December 1, 1971, accelerated advancement will be effected by reducing the time qualification in the Second Class rate by the amount of the accelerated advancement awarded, e.g. a man who qualifies for the maximum accelerated advancement award of six months will serve for six months only in the Second Class rate.

He will not serve for 12 months and have his seniority adjusted retrospectively.

DCI 769/71



Rosters extracts

Men who believe they may be nearing the time for rating up can gain an indication of their prospects from the half-yearly extracts from the Advancement Rosters at April 1, 1971.

The extracts are published to give men an indication of the present state of their roster and a chance to gauge their own approximate position on it.

Some of the figures are guesswork on the facts known. For instance, it is fair for a Seaman PO with, say, 1565 or more points to expect advancement to CPO in the next six months.

One with between 1564 and 1549 points will probably be advanced during this period, but may well have to wait until after September, 1971, depending on many variable factors.

One of the columns shows the average time a man may expect to serve in the rating from which he is to be advanced.

As regular readers will know, the points totals of men at the top of each roster may also be found every month in Navy News.

DCI 730/71

W.R.N.S. privilege

Junior W.R.N.S. ratings serving overseas, who wish to sleep away from quarters, give reasonable notice of their intention and furnish a suitable address, may be able to get night shore leave.

The privilege, which is at the discretion of Commanders-in-Chief and Flag Officers abroad, is subject to local conditions and may be withdrawn from any rating abusing it.

DCI 814/71

Making it simpler

Simpler advancement regulations from Ordinary to Able Rate are effective from December 1, 1971.

The service qualification for advancement will be standardized at 12 months for all branches for ratings with seniority in the Ordinary Rate of December 1, 1971, or later.

As a result of a ruling that retrospective pay is not normally to be given when accelerated advancement is awarded it has been found necessary to reduce the maximum award to three months as from that date.

Accelerated advancement will now be based solely on examination results during Parts I and II training. Details of its application in each branch are being included in the BR 1066 revision.

Ordinary rates with a seniority earlier than December 1, 1971, and ex-Juniors who joined before, but whose seniority in the Ordinary Rate is after December 1, 1971, are to be advanced in accordance with current regulations.

DCI 768/71

Fives selection

Applicants for fifth and sixth fives will in future have the selections made by boards convened by Drafting Authorities and not by the Director of Naval Manning in the Manpower Department at the MOD.

Each year the applications have to be in by February 28 and August 31 for the twice-yearly selection, and men will know about nine months before current engagements expire whether they have been accepted.

Introduction of the rate of Fleet Chief has meant an increase in opportunities for longer service for senior rates — overall. But when the Fleet Chiefs have had their slice of allocation, the amount of "cake" available for the rest is much reduced.

Petty officers and junior ratings who are allowed to continue beyond 22 years will not be advanced beyond petty officer rating.

DCI 794/71



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PREPARING FOR PO AND LS

The Admiralty Board are anxious to improve the success rate among candidates for Petty Officer or Leading Seaman, prepared by their ships for Fleet Boards.

In particular, close attention is being directed towards the amount of time devoted to instruction, and the value of the certificates of proficiency awarded on Form S441.

Action by the Admiralty to improve the position includes an order that, in future, commanding officers are to supervise the completion of Form S441 personally, and in forwarding applications to the Fleet Board are to state the number of hours of preparation given to each candidate.

Additional rules been issued, one of them stating that if, in the opinion of the President of the Fleet Board, a candidate fails through lack of preparation, the fact is to be reported back to the candidate's commanding officer, noted on Form S441, and copied to the ship's administrative authority.

DC1 739/71

YES, THERE IS A KEPPEL IN THE TOWN

The words of a popular old song, suitably adapted, could now sound something like "There is a Keppel in the town." The town is Rotherham, and the Keppel, as you have already guessed, of course, is a tavern.

Actually, the new Keppel is near Rotherham, and when it was opened two men from the Royal Navy's Blackwood Class anti-submarine frigate, H.M.S. Keppel, were invited to represent their ship.

PO Stenhouse and AB Billy Marsh duly witnessed a few short speeches of opening, and the subsequent sinking without trace of numerous pints of beer!

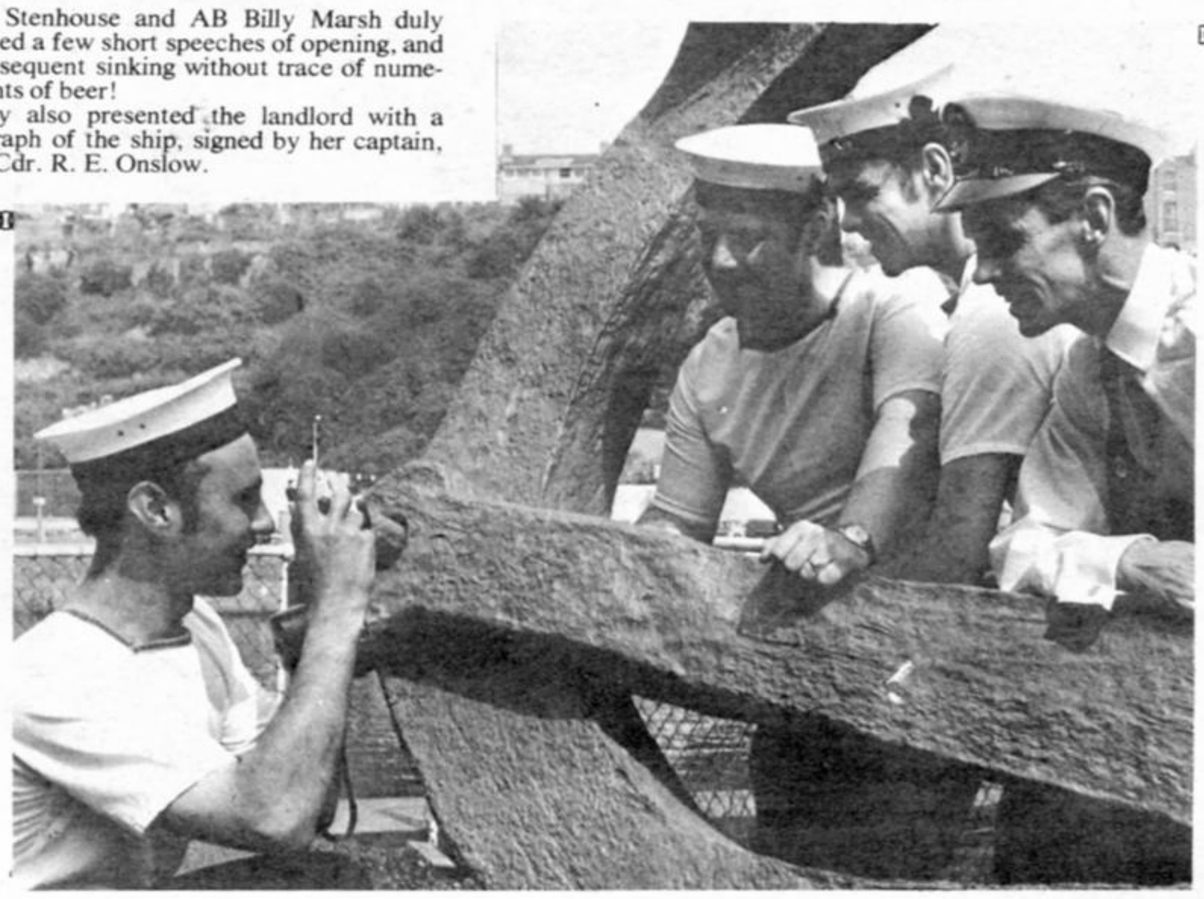
They also presented the landlord with a photograph of the ship, signed by her captain, Lieut.-Cdr. R. E. Onslow.

LS Keith Sewell pauses for a moment to take a quick "snap" of some of his shipmates inspecting the anchor of the ss Great Britain during a six-day visit to Bristol by H.M.S. Keppel. His subjects (left to right), are LRO Edwin Heron, AB David Wanstall and REA David McCormick.

Picture — Bristol Weekly News.

'Hooked' on film

Life is full of surprise



Life is full of surprises in a carrier's sick bay — not only for the patients, but also for the men of the Medical Branch who work there! This is the theme of a Navy News contribution from the medical department in H.M.S. Eagle, which reads like a pretty good " prescription " for a full and varied Service career.

There must have been some element of surprise, for example, for Stores Accountant Jock Barrie, of Cumbernauld, Glasgow, when, on arrival in Malta, he was whisked ashore by boat and taken to the David Bruce Royal Naval Hospital, Mtarfa, to complete his hospital time after an appendix operation on board.

For the medical men it was all part of the routine service that a ship of the Eagle's size and complexity can provide, with its well equipped miniature hospital and operating theatre.

But that service offers surprises which the medical assistant learns to take in his stride when he belongs to a small team which comprises a chief petty officer, petty officer and eight junior ratings, with two dental staff who take their full share of night duties.

VARIED JOB

The medical assistants' job can vary from one week being on the flight deck as duty MA to the next spent running the ward, helping out in the operating theatre, dispensing, running a treatment room, and perhaps, at an hour's notice, escorting a patient in a helicopter to a shore hospital.

Take the example of 16-year-old JMA David Harley, of Pershore, Worcestershire, who joined the Eagle, his first seagoing ship, after being selected as one of the more mature juniors of his course in the Training Division at the Royal Naval Hospital, Haslar.

After only 3½ months on board, he had already taken part in all these activities, under supervision, and, as a bonus, had visited Gibraltar (fleetingly), Villefranche and Cannes in Southern France, and spent three weeks in Malta — all before reaching his 17th birthday.

" SHAPING WELL "

In the words of CPOMA Wally Soulsby, he is " shaping well — we will make a ' doc ' of him yet!"

Others in the team include physiotherapist MT2(P) Geoff Woodmason, from Plymouth, MT4(N) Erroll Nickson, from Gosport, the SRN, and MT4(L) Bob Iorns, from Ayrshire, the laboratory technician.

The other team members are general duties medical assistants capable of turning their hands to virtually anything.

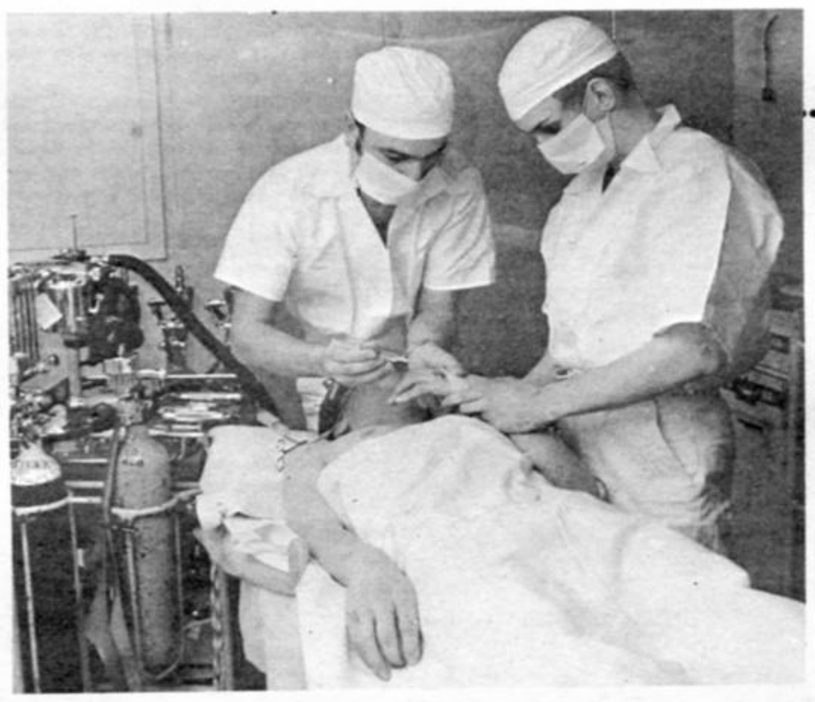
SET TO MUSIC

Welcome surprises in the sick bay might include the arrival of the dance band section of the Royal Marines Band to entertain the in-patients, or a staff birthday presentation of a cake baked in the ship's bakery.

But then, surprises are part of the way of life in the sick bay — a way of life for which men like Jock Barrie have cause to be grateful.

With a naval hospital as a firm base, this is the " sharp end " of naval medicine — the end where the ships are!

IN GOOD HANDS



Operations at sea are painless with today's modern techniques practised by men like Surg.-Lieut. Mark Rendall (assisted here by 20-year-old MA Danny Ross, from Brithdir, Wales). The patient — Jock Barrie.

St Kilda's Royal visitors

The Royal Yacht Britannia sailed into Aberdeen Harbour on August 16 with the Royal Family on their way to Balmoral.

During the trip from Southampton, the Britannia called at lonely St Kilda (population 73) in the Outer Hebrides, where the Queen and her family spent several hours — the first Royal visit in the island's history.

Praise for pictures

Praise for the high standard of still photographic entries, notably 35 mm. colour, was given by the judges of the Royal Navy Photographic Competition for 1970, the results of which are now announced.

In addition, the entries presented the judges with some refreshing amateur cine talent.

Prize-winners were:

Still — 1, ELMN(A)1 M. N. Gerard ("Attention Flight and Weather Decks"); 2, PO R. D. Smith ("H.M.S. Leopard at Speed"); 3, Cdr. F. W. Hay ("H.M.S. Bulwark — Where the Rainbow Ends").

Cine — 1, LWtr Keigh Harris (fleet exercise); 2, Cdr. C. C. Giles (travel and action shots at sea); 3, Cdr. M. O. Taylor (field gun crew rehearsal).

1971 CONTEST

Several other entries gained Highly Commended certificates.

The two top prize-winners received £50 each, a camera, and a cup, and the others also won money prizes, as well as cameras and cups.

Entries for the 1971 competition should be received by December 31, 1971. They can be sent in by amateurs or professionals, so long as they are serving personnel or attached civilians. It is hoped that many of the successful entries can be used for recruiting publicity.

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REVENGE DOUBLE

". . . with music provided by the officiating clergyman."

This unusual picture was taken on board H.M.S. Revenge — the first double christening in a Polaris submarine.

The Assistant Anglican Chaplain at the Clyde Submarine Base, the Rev. Peter Warland, took along his guitar (ukelele?) to provide the music.

Left to right: CPO Coxn Harry Deacon, Mrs. Sylvia Deacon (baby Andrew), Mr. Warland, Mrs. Christine Hawkins (baby Cherie) and PO Brian Hawkins.



Rail ticket facility to aid flow at Brize Norton

Naval personnel and families arriving by plane at R.A.F. Brize Norton will benefit from a railway ticket office which has been set up in the arrival lounge.

Passengers returning from overseas are taken by road to Swindon railway station, where the arrival of a coach-load of people imposes heavy strains on the booking office staff.

Passengers caught in this "bottle neck" might well have had minutes to spare at the R.A.F. station, awaiting customs clearance on baggage.

6,000 A MONTH

Now, in conjunction with British Rail, the R.A.F. have provided full booking office facilities at Brize Norton, where rail tickets can be obtained at the most convenient time.

This additional facility to assist in a smooth flow of passengers through the terminal building is expected to cater for 6,000 customers a month. The office will be manned entirely by British Rail officials.

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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted, but you can rest assured these will be of equal value.

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Please write clearly in block letters and remember to enclose the personal message

Families Page

There's always a good reason

"Now isn't that stupid!" is a remark occasionally heard about Service situations which certainly appear to be somewhat devoid of commonsense.

Unhappily there are often circumstances of which the critics are unaware, or explanations which have somehow failed to "get through."

Now take the case of a Chatham-based ship returning from the Far East, where the first port of call in the U.K. is invariably Portsmouth, and a Families Day at sea may well also be arranged for Portsmouth.

The wife of a rating in a Chatham ship recently wrote to the Editor of Navy News about such a situation saying:

"Once again we have to travel to Portsmouth so that we and the children can join our husbands on board.

"Inconvenience"

"The inconvenience of the many extra miles, especially to those of us with young families to cope with, makes what should be an enjoyable outing turn into a hardship, plus the fact that we have to find somewhere to stay.

"Surely the Royal Navy, with all its facilities, could stop to consider where the ship is based.

"Come on someone up there! Stop and consider us wives just a little more. Nothing against Pompey, but we are Chatham and proud of it."

Specialized task

The facts are that when a ship returns from the Far East and is scheduled for dry-docking, de-ammunitioning has to take place. This is a very specialized task for which Chatham has no facilities, so Chatham-based ships have to make a call first at Portsmouth.

A similar situation applies to Families Days.

Any Chatham ship has to go to Portsmouth for trials and exercises, where all the facilities are laid on.

It is useful to take advantage of these facilities to make a Families Day more interesting — use of the helicopter, firing guns, and all the excitement the youngsters adore, to say nothing of those a little older!

Most of this just could not be done in the Chatham area, where a Families Day would have to be limited to a trip up the river.

There is of course another point worth mentioning. A ship's "base port" does not by any means guarantee that all on board come from that area.

Quite a lot of Chatham-based people live in places all over the south of England, and the Portsmouth outing could well be a case of "it's an ill wind that doesn't blow somebody good."

Same boat . . . but not same plane

A reader from Whitstable (Kent) writes to say that she read with interest the letter in the July issue about the girl who wanted to fly to Singapore to see her fiance.

"I am in the same boat (excuse the pun)," she says. "A little while ago a friend of mine was going to fly to the States to see her husband. Her husband is a friend of my fiance, and every time she mentioned about going, it hurt me, as I would have loved to have gone.

"I cannot see why girl friends are not entitled to the same charter facilities as the wives. We have just the same feelings."

TAKE AIM . .

We see it "on the box" every night. But what is it really like to pull the trigger?

Capt. D. B. Morison, captain of H.M.S. Osprey and senior officers' pistol champion, gives some markmanship tips to Mrs. Mansfield, wife of the Flag Officer Sea Training, on the occasion of the presentation of trophies.



THE DIDO DADS

With only a short technical course of five minutes from mum, who can blame these five proud dads from H.M.S. Dido for some lack of uniformity in operational style? They met their babies for the first time when the ship returned to the U.K. from the Far East on July 22.

Left to right: LME Steve Chapman (Stacey, nine months), AB Mick Thraves (Stephen, seven months), MEM Andy Dewey (David, seven weeks), LS Brian Cole (Tracey, eight months), and LS John Hardwick (Mark, eight weeks).

Picture: PO Dave Morris



A LIFE WITH THE OCEAN WAVERS!

Although families days can probably tend to be pretty hectic they are certainly occasions when the pleasure of togetherness shows up in the smiles and waves of the family groups — much to the delight of the naval photographers!

When wives and juniors, fiancees and mums and dads come aboard to see where our Jack works and sample, at first hand, something of the flavour of his life at sea, there are always plenty of smiles — good material for the photo albums.

Just look at the pictures on this page which feature family occasions in two of the Royal Navy's "E-ships," the Exmouth and the Eastbourne.

They were taken in different ports (at Chatham by Russ Whalley and in Portsmouth by Dave Morris), but the smiles are very much the same.



Oceans of waves from relatives and friends (above) of H.M.S. Eastbourne's ship's company as she leaves Portsmouth for families day. Relatives of Dartmouth cadets also enjoyed a Solent cruise.

Navy tots `all at sea´

Baby Leisle Cooper took a quizzical look at the activities in Chatham on July 2 when the Royal Navy's gas-turbine frigate, H.M.S. Exmouth, held her rededication service.

A week later in Portsmouth, life must have seemed equally surprising for "Very Junior Seaman" Richard Hampson, who, taking a trip in H.M.S. Eastbourne at the age of one, could almost certainly have claimed to be the youngest man at sea that day.

Everything may have been a little overwhelming for baby Leisle — but then, life in general must be somewhat mystifying when you are only five months old.

At least, Leisle will have a photograph — taken with her Mum and Dad, LS John Cooper and his wife, Mary — as a memento of the occasion when she is a little older.

The service was conducted by the Rev. P. J. Gregson, chaplain to the Portland Squadron, which the Exmouth was due to join; the Rev. J. Beecher, Roman Catholic chaplain at H.M.S. Pembroke, and the Rev. D. C. Lapworth, officiating chaplain for the Church of Scotland and Free Churches.

Photographers: Russ Whalley and Dave Morris



Family togetherness under the flag — PO Graham Kingston with his wife Jacqueline and four-year-old daughter Vikki, aboard H.M.S. Exmouth.



Here's that quizzical look from little Leisle on board H.M.S. Exmouth with parents John and Mary Cooper.



IN FAMILY CIRCLE

LEFT: Forming what you might call a new Exmouth family circle is AB Michael Rampton, photographed after the ship's rededication service with his fiancee, Miss Lesley Anthony. Keeping a fatherly interest in the background is Michael's prospective father-in-law, Mr. Albert Anthony.

JUNIOR'S A SEAMAN!



***LEFT** — Little Richard Hampson, the youngest man afloat when H.M.S. Eastbourne left Portsmouth Harbour, along with H.M. Ships Scarborough and Tenby, with families embarked for a day in the Solent.*

Richard was accompanied by his parents, PO Bill Hampson and his wife, Jenny, and grandma, Mrs. Frances Hampson.



***RIGHT** — 11-month-old Kirsten Woodard seems a little overwhelmed by her Exmouth visit, but there's safety with Dad, AB Dennis Woodard, and Mum, Patricia. Dennis is the ship's butcher.*

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NN9/71

It's full speed ahead for...

NAVY DAYS

Devonport and Portsmouth:

August 28, 29 and 30.

Chatham:

August 29 and 30.



H.M.S. Ark Royal impressively pictured at speed. She is due to be a star attraction among the ships open to the public during Devonport's Navy Days.

NAVY DAYS

As the old song says, the Fleet's in port again — or, to put it another way, it's time for Navy Days.

This year, the Fleet is represented by a widely varying selection of about 40 of its ships and submarines which are strategically deploying themselves around Chatham, Devonport and Portsmouth ready to receive the annual holiday time "invasion" as the three dockyards lay down the welcome mat for the public.

And, proving, as ever, that we are a maritime minded nation which still believes that "there's something about a sailor," the British public will throng in its thousands to see the ships and meet the men and women of the Royal Navy.

Navy Days are an all-action spectacle of diving displays, helicopters, unarmed combat, gymnastics, replenishment at sea, and river action displays, hornpipes, field gun runs, and the ever popular bands of the Royal Marines.

"Star turns"

But, popular as the varied demonstrations of naval skill, efficiency and pageantry always are, it's a fair bet that the "star turns" will again be the ships open to the public.

Devonport has a formidable flotilla on show. Led by the aircraft carrier, H.M.S. Ark Royal, the biggest of them all, it also includes the 23,000-ton commando ship H.M.S. Bulwark and the 10,000-ton assault ship, H.M.S. Fearless.

Huge array

Top of the tonnage league in Portsmouth's huge array of 19 ships on view is the helicopter cruiser, H.M.S. Blake, backed up by a powerful trio of guided missile destroyers, H.M. Ships London, Antrim and Devonshire.

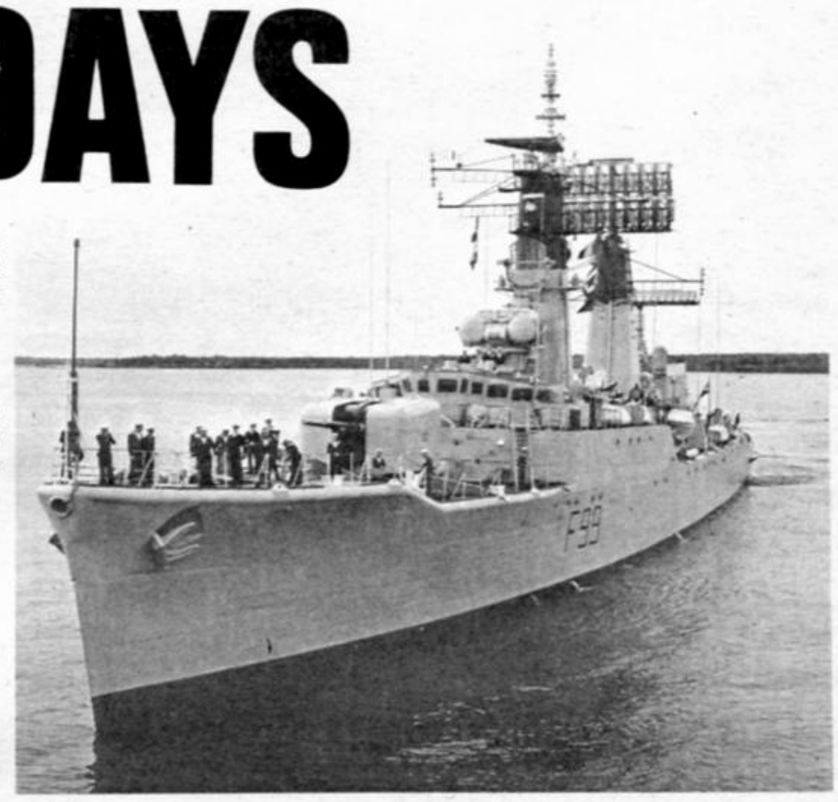
Last year, nearly 65,000 visitors attended Portsmouth Navy Days. This year, because of decimalization, the entrance fee for children has been reduced from 1s. 6d. to 1s. (5p).

Latest and fastest

H.M.S Diomede, the Royal Navy's newest Leander Class frigate — accepted into the Fleet last April — is among the ships open to the public during Chatham's two Navy Days.

Another star of the show is the destroyer H.M.S. Cavalier which claimed the title of the Royal Navy's fastest warship after that famous race against H.M.S. Rapid down the east coast of Scotland in July.

The main aim of Navy Days has always been to show the Navy to the public. The secondary aim is to help R.N. and R.M. charities. May they be as successful this year in both these aims as they have been in the past.



The Salisbury Class aircraft direction frigate H.M.S. Lincoln (photographed above, as she entered Lulea in the north of Sweden last year) is one of five frigates among the ships open to the public at Chatham.

'Bowing in'



Missile power and the 'helo' men



Presenting two of the 19 ships to be open to the public in Portsmouth.

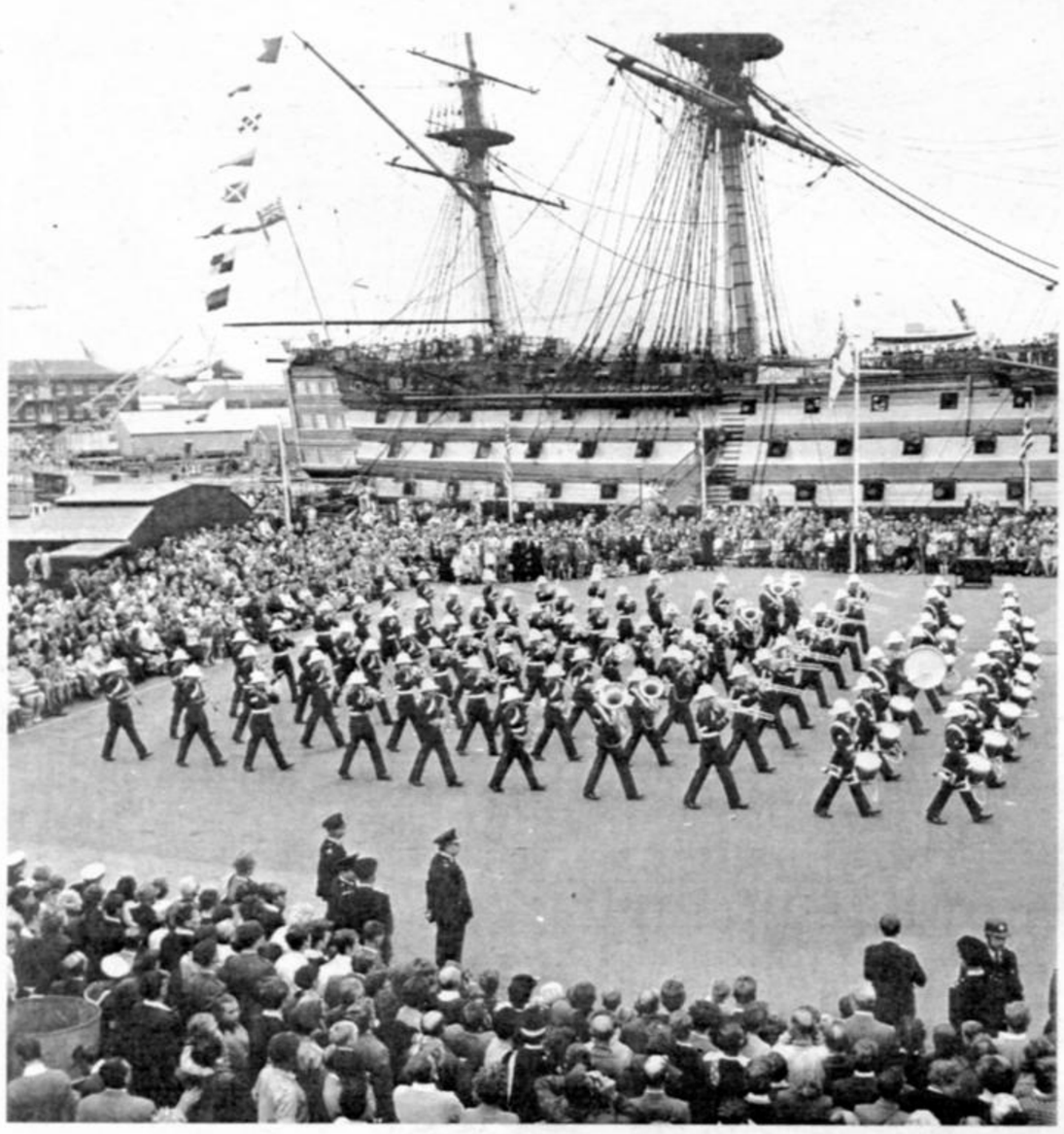
Coming (above) out of a "bows on" picture is H.M.S. Antrim, newest of the Royal Navy's eight County Class guided missile destroyers. Three of these fine ships will be on view at Pompey.

One might quickly recognize (right) the distinctive lines of the helicopter cruiser, H.M.S. Blake.

Two Wessex helicopters from the squadron currently embarked in the Blake will take part, with a Sea King from Portland and a Wasp from H.M.S. Hermione, in helicopter displays.



Pageantry...



Royal Marines bands have earned a high reputation for the quality of their music and marching, a reputation which will be even further enhanced among the thousands who will hear the bands at the three Navy Days ports.

Nowhere will the bandsmen be seen against a more traditional naval background than that provided by Nelson's flagship, H.M.S. Victory, at Portsmouth.

But a glance at the Navy Days attractions shows that it won't be all pomp and circumstance. . . .

CHATHAM

Destroyer — Cavalier. **Frigates** — Diomede, Aurora, Dido, Phoebe, Lincoln, Russell. **Submarines** — Grampus, Sealion. **R.F.A.** — Green Rover.

River trips by two inshore survey ships. Basin displays by inshore minesweepers H.M. Ships Flintham and Dittisham. Manoeuvrability demonstrations by PAS tugs. Diving and mine recovery by Portsmouth and Medway clearance diving team. Combined Royal Marines bands of Commander-in-Chief Western Fleet and H.M.S. Ganges. Gymnastics by Ganges juniors. Mini field gun runs by cadets.

Static displays — dockyard apprentices, Chatham Fleet Maintenance Unit, Radio Centre, Supply and Transport Service, Naval Scientific Service, R.N.R., R.N. Supply and Secretariat School.

DEVONPORT

Aircraft carrier — Ark Royal. **Commando ship** — Bulwark. **Assault ship** — Fearless. **Destroyer** — Caprice. **Frigates** — Euryalus, Sirius, Penelope. **Submarines** — Aeneas, Auriga. **R.F.A.** — Olmeda.

Displays — Replenishment at sea (Olmeda and H.M.S. Tenby). Naval divers. A river action involving H.M. Ships Monkton and Sabre, R.M. assault craft and I.M.S.

Lawn displays — Royal Marines massed bands, Boys Brigade Field Gun, WRNS hornpipe, H.M.S. Raleigh, H.M.S. Vivid (old time recruiting).

PORTSMOUTH

Helicopter cruiser — Blake. **Guided missile destroyers** — London, Antrim, Devonshire. **Frigates** — Hermione, Galatea, Charybdis, Berwick, Londonderry, Rothesay, Ashanti, Palliser, Hardy. **Submarines** — Otus, Ocelot, Opportune. **Deep Diving vessel** — Reclaim. **Air store support ship** — R.F.A. Lyness.

Displays — Helicopter flying, diving, unarmed combat, and Royal Marines massed bands.

The Navy's ice patrol ship, H.M.S. Endurance, is not open to the public, but will have a dockside display on the jetty alongside her.

DETAILS AT A GLANCE

Dates, prices and opening hours of the three Navy Days dockyards are as follows:

* * * * * * * * * * * *

Chatham — August 29 and 30; 11.30 to 16.30. Admission free, but vehicle parking charges are: coaches £1, cars 30p, motor-cycles and mopeds 15p. The souvenir booklet is 15p.

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Devonport — August 28, 29 and 30; 11.30 to 18.30. Admission: adults 10p, children 5p, cars 50p (including passengers), programmes 15p.

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Portsmouth — August 28, 29 and 30; 10.30 to 18.00. Admission: adults 15p, children 5p, cars 60p (including all passengers), coaches £5 (including all passengers).

* * * * * * * * * * * *

and purpose



'ALL STAR CAST' AT DEVONPORT

The main purpose of Navy Days is to put the Royal Navy right in the public eye, and the "all-star" cast of ships open to the public at Devonport includes some of the Navy's top "heavyweights."

Top billing, of course, goes to the biggest "star" of them all, H.M.S. Ark Royal — all 43,000 tons (standard) of her — fresh from her recent success with the Fleet on television.

Among the places to which the Ark's recent travels have taken her was Fort Lauderdale, Florida, where 21,000 visitors went aboard during one weekend to give the ship a "taster" of the Devonport Navy Days to come!

Another prominent member of what might be described as a "full supporting cast" at Devonport is the 23,000-ton commando ship H.M.S. Bulwark, pictured (left) coming alongside Princes Pier, Liverpool, at the start of a recent visit.

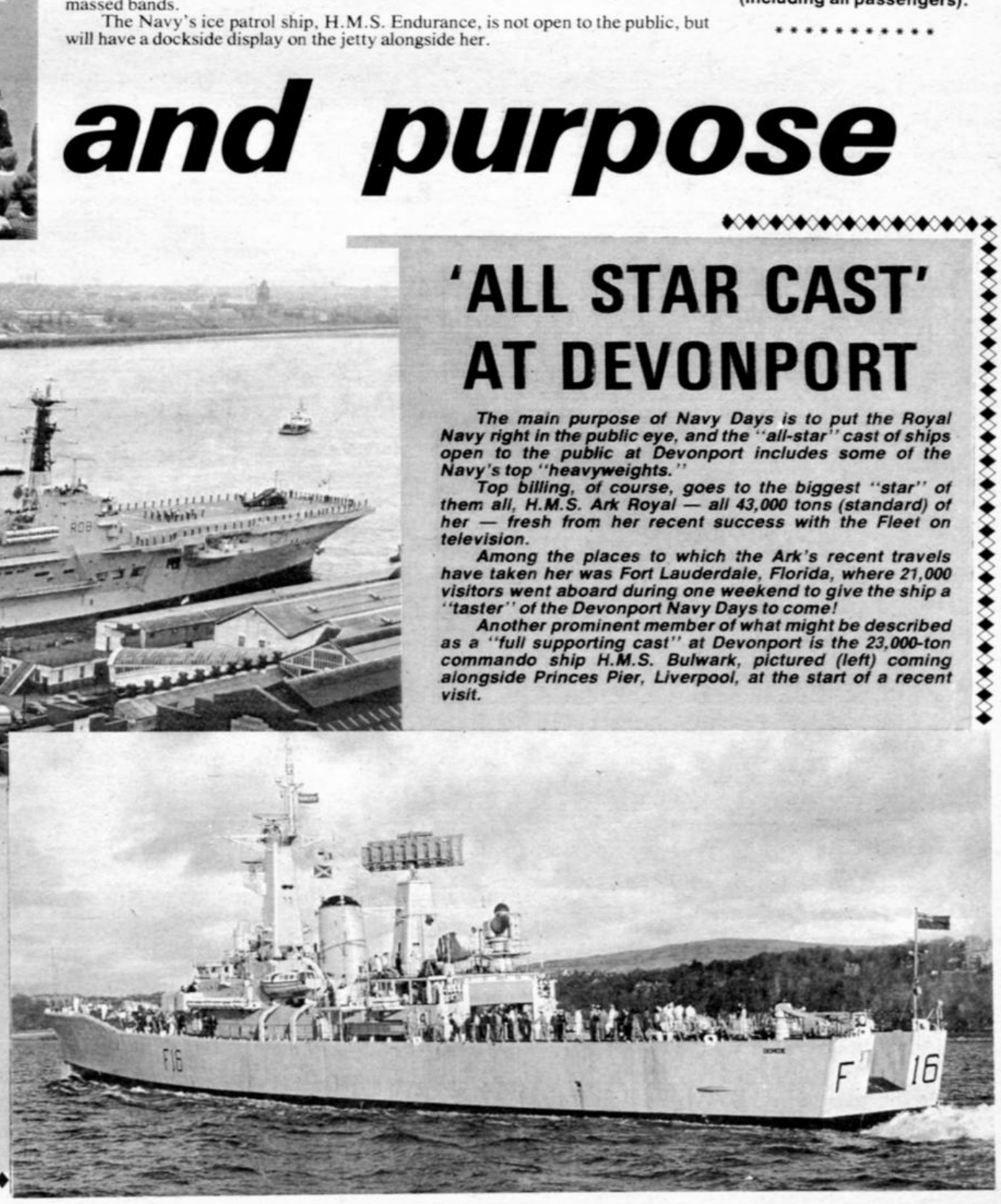
Latest Leander leads Chatham line-up

H.M.S. Victory, the oldest Royal Navy ship on display to the public, draws a constant stream of visitors to Portsmouth Dockyard throughout the summer, and will still be an ever popular attraction during Navy Days.

But if Portsmouth boasts the oldest, then Chatham can point to the newest of Her Majesty's ships open during that port's two Navy Days.

H.M.S. Diomede, the latest in the Royal Navy's long and successful line of Leander class frigates, was accepted into the Fleet in April.

Photographed (right) after her contractors' sea trials, the Diomede, became the newest ship to join the Fleet when she was commissioned at Portsmouth in July.





Spectre haunts the Navy

QUESTION OF CASH

When a pip-squeak of an Egyptian missile boat sank the Israeli destroyer Eilath, it sent a shiver among many navies of the world. Continuing reaction to that incident is highlighted in the new issue of **Jane's Fighting Ships** (price £12.50).

No fewer than 20 navies now have or are committed to fast patrol boats armed with guided weapon launchers, but the movement is as much economic as a " panic " reaction.

The Editor of Jane's, Raymond V. B. Blackman, points out that " much the same as the submarine was in the past reckoned to be the weapon of the weaker power, so the diminutive missile boats with surface - to - surface systems will give smaller navies an offensive power out of all proportion to their modest size."

The missile situation looks slightly different when the facts reveal that many of the " midget missile navies" are taking their time from Big Brother in the Kremlin, who has enough on his hands to finance the enormous naval expansion without adding giant aircraft carriers and specialized aircraft to the bill.

In anything short of a devastating nuclear exchange, the midgets and missiles are going to play an important role in any maritime warfare, but the attack carrier can by no means be written off yet.

" No other ship or combination of surface ships can match the versatility, striking power and range, or endurance of the modern attack carrier and her 80 aircraft," says Mr. Blackman.

Cost escalation

It is then, money (or lack of it) which dominates naval strategy. As Mr. Blackman points out, " Building smaller and cheaper naval craft is the answer to the alarming escalation of the cost of hitherto popular categories of fighting ships, namely destroyers, frigates, and escorts."

On the West's naval horizon, clouds which look the most ominous are the ageing United States fleet, reduction in the attack carrier strength, and the U.S. and Royal Navy's lack of an operational surface - to - surface missile.

The important thing is to " keep the options open," as the Russians are doing with their helicopter cruiser which could take VTOL aircraft of the Harrier type, and which the Royal Navy is planning with its mini carrier (or through-deck cruiser).

'Constant fear'

" The constant fear of the Royal Navy," says Mr. Blackman, " is that it (the mini carrier) will price itself out of existence."

The money spectre must haunt all other navies as well, in pondering the appalling list of priorities, not the least being the collapse of prestige in changing to a midget navy.

If it can be assumed that the Royal Navy is going to lick the manpower problem, the immediate urgencies are a foothold in **operational** mini carriers and missiles.

Mr. Blackman poses the question, constantly asked and never adequately answered, " Why does the through - deck ' thing ' have to be so costly?"

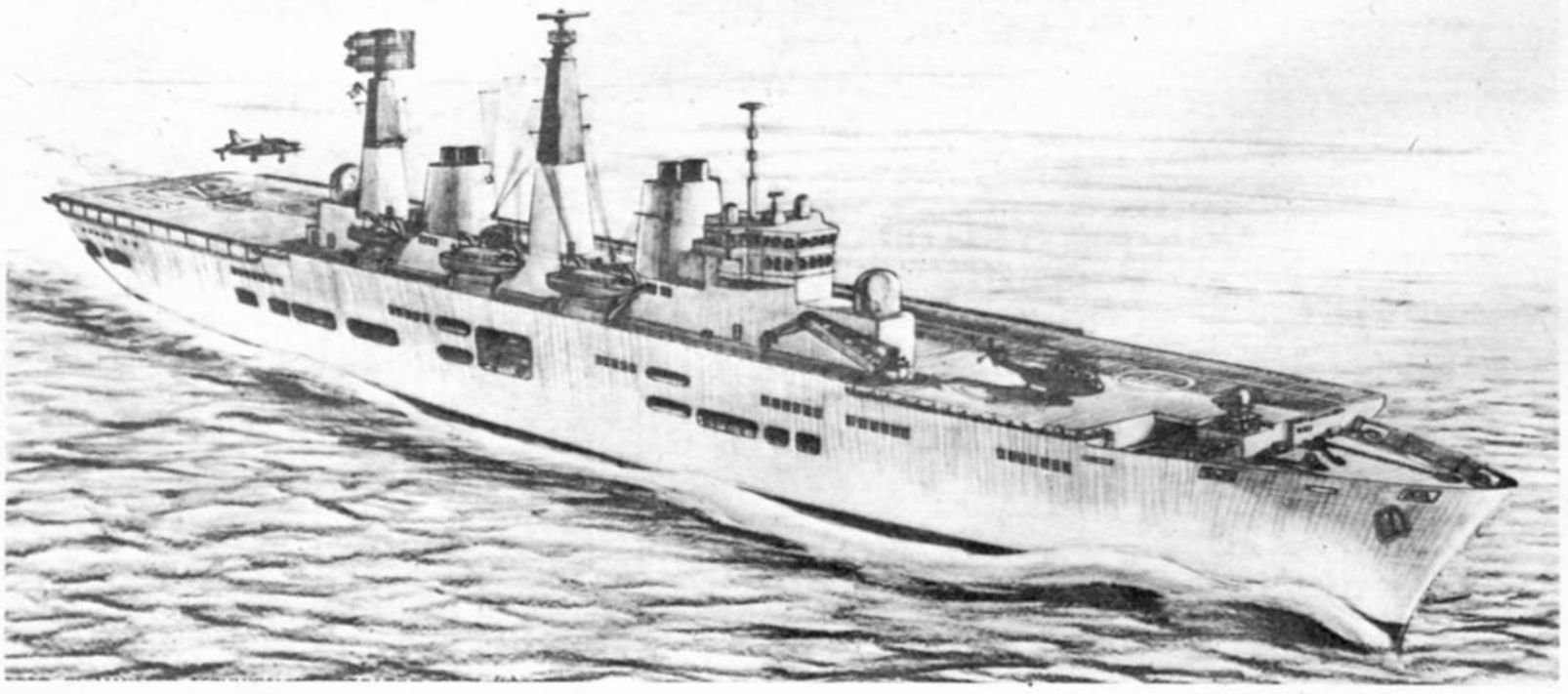
He recalls that when the Americans wanted a flat-top quickly and cheaply they took a wall-sided mercantile hull, and the resulting helicopter carrier and potential VTOL carrier cost less than a modern destroyer.

Though far from an ideal solution, one or two cheap " things " would give the practical experience with Harriers, in maintaining the lead for the future.

15,000 ships

Jane's is thicker than the previous volume, and has more than 1,000 new illustrations. Altogether there are 3,200 photographs and drawings, with particulars of more than 15,000 warships in 110 navies.

For the fourth successive year the Soviet section has been considerably enlarged.



An artist's impression of the Royal Navy's planned through-deck cruiser, which, Jane's says, "appears to be a carrier under another name." The curious reticence associated with the description of the vessel has encouraged the editor of Jane's, Mr. Raymond Blackman, to describe the warship facetiously as a "thing."

Albion's Japanese visit

KIMONOS AND KENDO IN KOBE

Besides being the land of the rising sun, kimonos, and karate, Japan in July can also provide humidity, mist, and rain. This discovery was made by the ship's company of H.M.S. Albion during their visit to Kobe, the country's premier port.

But it was not always a case of rain, and the visit proved welcoming, colourful, and enjoyable.

When the Albion berthed she was feeling somewhat at home, for in harbour there were quite a few British ships. Then, dressed in a kimono, one of the Miss Kobes — there are a number — went on board to present flowers to the commanding officer (Capt. J. G. Jungius) as part of the traditional welcome to visiting ships.

At a dance organized by the committee of the local Missions to Seamen there was a demonstration of the art of kendo, which involves wearing armour and is a combination of singlestick and fencing with wooden poles. Some of the lads tried it against each other after a little coaching, but everyone was much more at home with dancing to the music of the ship's own beat group, Purple Waste.

On other days coach trips were arranged to places of interest in Kobe and to Osaka and Kyoto, the capital for 700 years.

Gifts to the ship included two carp banners and a beautifully decorated tower of a cake, presented by the master confectioner of Kobe.

Various sports were played against local teams and the Albion's hopes were running high for the rugby, especially as it had taken the combined resources of the Navy and R.M. at Singapore to defeat the ship's first XV. But the locals had heard of this and asked the Albion to select a weaker side. The ship fielded two — and were beaten in both games! During the stay the Albion's judo enthusiasts received some valuable coaching from local experts.

Camping exped.

Some members of the ship's company managed to get away to the north coast for a walking and camping expedition and returned full of delight and descriptions of the countryside.

As the Albion left Kobe the sun shone and the Australian Armed Forces Band from Singapore, embarked especially for the visit, serenaded the port from the flight deck.

After welcoming Capt. J. G. Jungius and his ship H.M.S. Albion to Kobe, Miss Mitsui Kobe takes an interest in a few facts and figures about the vessel she has greeted.



Bildeston's hunt trio

Apart from her routine minehunting tasks, H.M.S. Bildeston has recently been a popular candidate for salvage of Service items lost, crashed, or otherwise misplaced on the sea-bed.

Three such missions this year in U.K. waters included the recovery of a wrecked Lightning aircraft from Tay Bay.

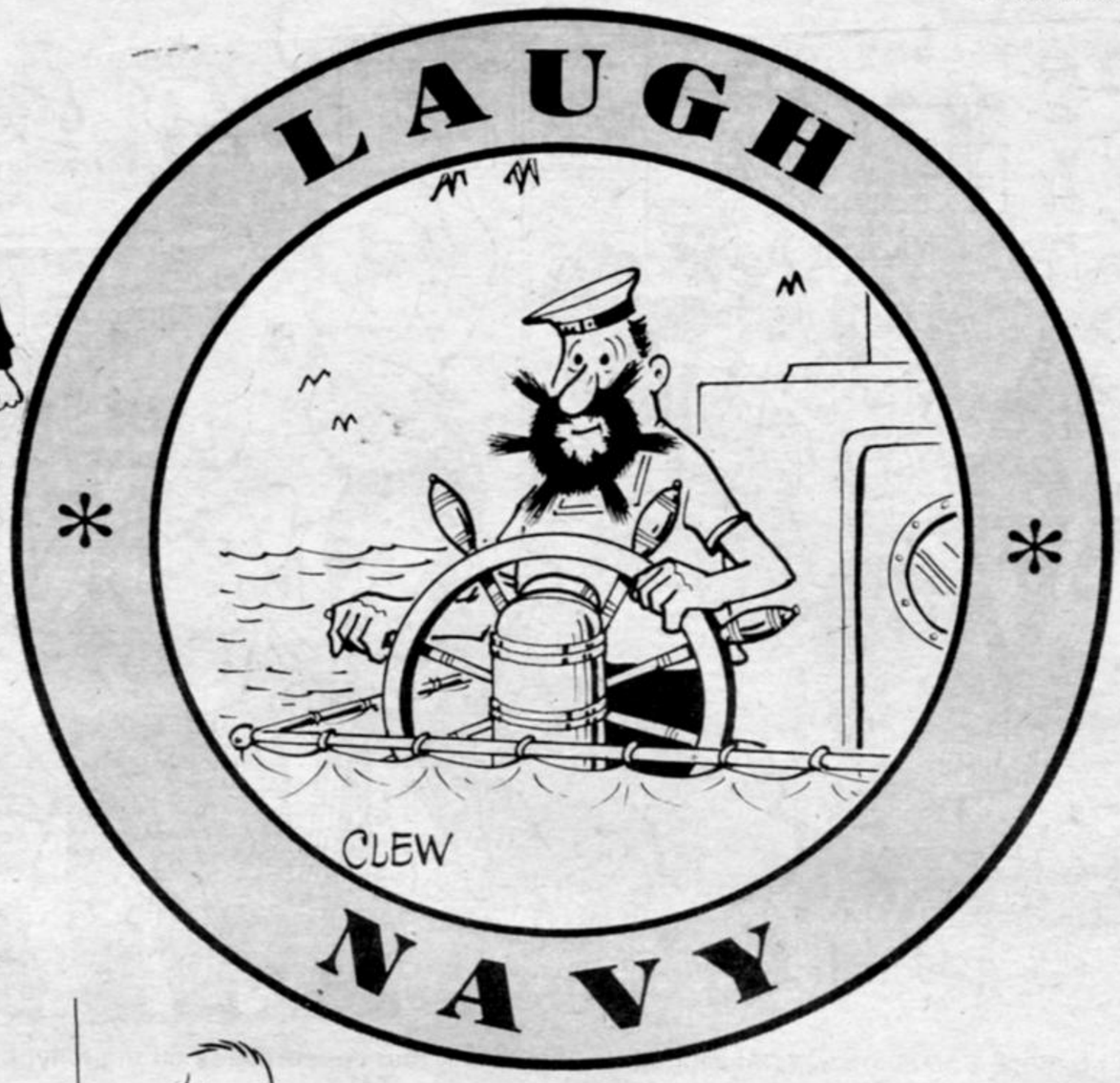
Besides the success of recovering £4,000 worth of scrap metal there is always the possibility of a " bonus " in the form of lobsters.

H.M.S. Bildeston belongs to the 1st MCM Squadron based at H.M.S. Lochinvar in Scotland.

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"I dinna ken why ye need ta swim. Have ye nae ships?"

"You're being taken off human torpedoes."

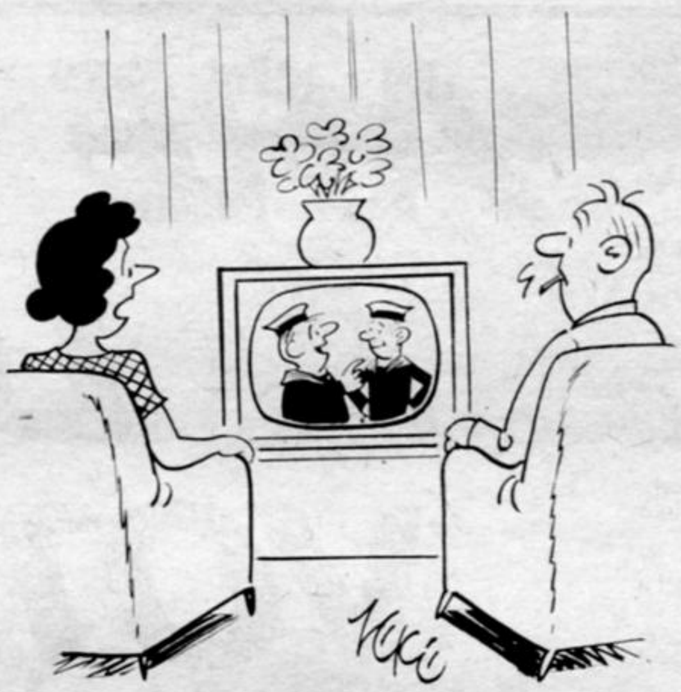




"What's the matter, is it my breath?"



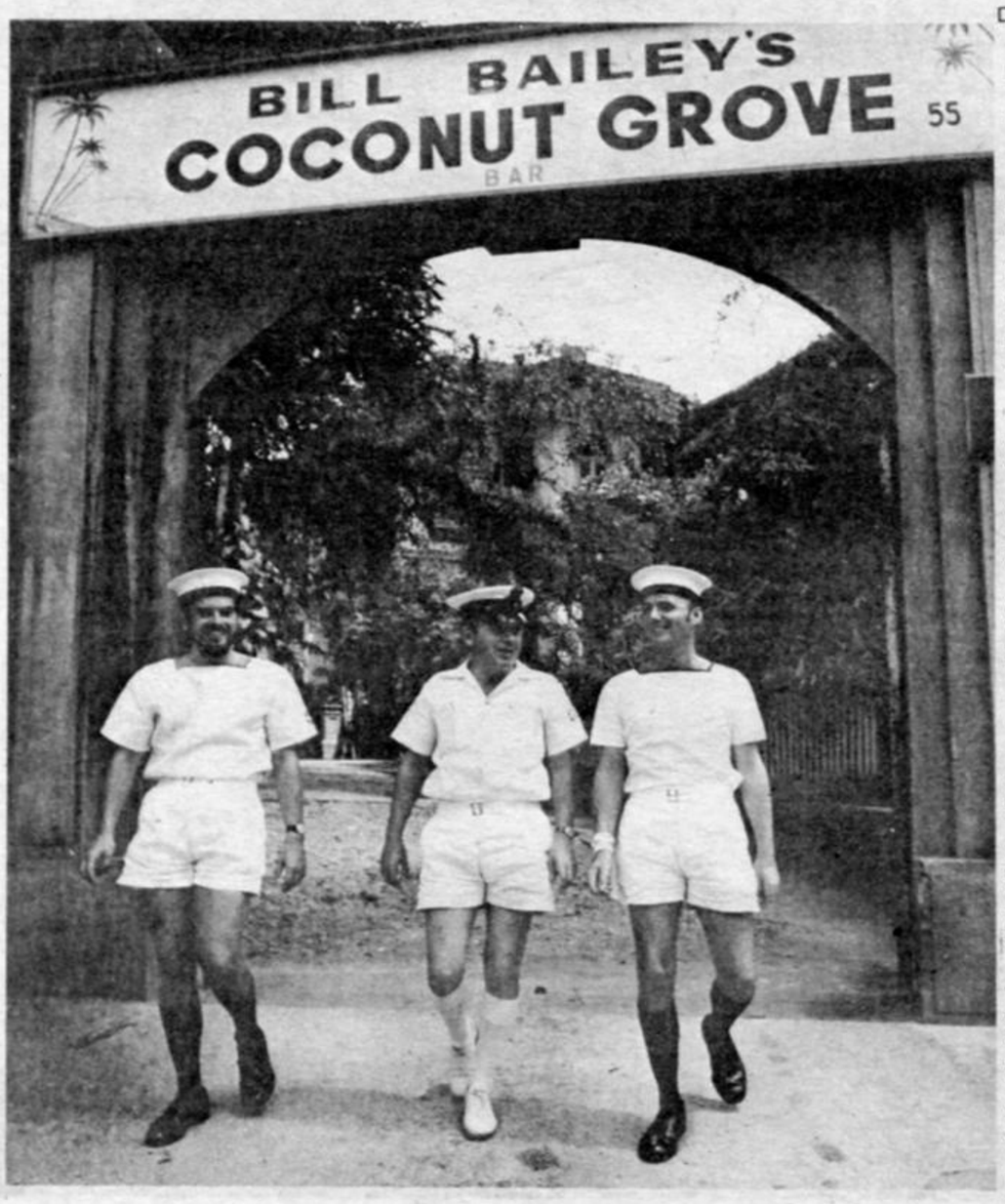




"Are these what they call TV ratings?"



"Are you sure they winked?"



To Bill Bailey, the song and dance man, this was home

When last drinks have been reluctantly drained and landlords are bolting their doors, satisfied customers wending their unsteady way home are still likely to strike up old favourites like "Won't you come home Bill Bailey . . . won't you come home?"

There are many Bill Baileys, of course, but the fascinating story of one in particular, ties in closely with the words of the old song.

He died five years ago, in Singapore. A lonely old man with only one place in the world to call home — a place full of memories, not only for Bill Bailey, but for many men of the Royal Navy.

Now he is almost forgotten, and those who knew him are ageing and scattered around the world. They were wanderers like himself, seeking a quiet place ashore to relax during the long, hot tropical evenings.

They, at least, are glad he never did go home.

NEVER TO RETURN

An American, Bill Bailey roamed the United States until, in his teens, his talent as a song and dance man was recognized.

Bill had the ability to coax music from just about everything. With a one-string fiddle or a guitar he was soon playing to packed vaudeville houses. He married Jean Marsh, who had a part in the first talkie, "Birth of a Nation," and in the early Thirties they left the United States for the Pacific — never to return.

They played in theatres all over South East Asia and Australia, and it was in the then British colony of Singapore that they decided to settle and open the Coconut Grove, a night-haunt which soon became popular with young officers of Royal Navy ships at the new naval base.

Bill and Jean had at last hit the jackpot, but their success was shortlived. The nightclub was one of the first casualties when the Japanese bombed Singapore in 1941.

After the Japanese occupation, and within a few days of their liberation from the notorious Changi Jail, the undaunted couple opened a new Coconut Grove, off busy Orchard Road, Singapore.

But the golden days were not to return. Bill — by then over 60 — tried hard, but the years in jail had taken their toll. He was tired and the vital flame had burned itself out even before Jean died.

The old magic had not entirely disappeared, however. On a battered upright piano or playing a guitar, Bill would occasionally entertain his few customers with the songs that had been his life. Money was scarce and he was obliged to supplement his income by selling cane furniture.

Mr. Arthur Watson, a retired Master at Arms, now living at Birkenhead, recalls Bill as "a smallish man" in his 80s, wearing only a pair of white shorts, when Mr. Watson called about a three-piece suite.

Bill died in his sleep on March 10, 1966, and since the death of Madam Chee Saw Ying, his partner in the business, the Coconut Grove has been managed by three trustees. His piano in the corner, its keys yellowed by age and the damp tropical heat, is seldom played.

'I LIKE IT HERE'

"Won't you go home Bill Bailey?" he was asked many times in his last years. "Hell no, I like it here," was his inevitable reply.

Hot and colourful Singapore, with which he enjoyed a love-hate relationship, was the only home he knew.

Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel. Portsmouth 22351 (Ext. 72194)

Apathy the real culprit

Doing the right thing for the right reason and getting nowhere fast is one of those exasperating situations which sometimes arise. The present position concerning "lost" Service voters is rather like that.

There were good arguments for changing the old system by which a man on joining the Royal Navy was able to go on the Electoral Register and remain there until he left the Service.

But the naval man moves around a lot, and unless he gave notice of every change of address, the papers would continue to drop through letter boxes at places long since left.

Since civilians have to register every year, and Service people move around, why not have the arrangements tidied up, and make them all alike?

BIG REDUCTION

Why not indeed — but unhappily the net result has been a substantial reduction in the number of Service voters registered.

The Navy believe — and have plenty of supporting evidence — that information channels are such that no man could possibly be unaware of the changed regulations.

If this be so, and the object of the excercise is to be fulfilled, namely getting names on a list, then arguments in favour of reverting to the old system are difficult to counter.

Whatever the cross-fire on this issue, however, the real culprit is apathy, and that is not a failing peculiar to Service people.

Rig furore

Brutal frankness has characterized the comments hurled freely since ideas on new-style uniforms were displayed by sailor "models" so that their mates could pass judgment.

This was not unexpected, but in assessing future possibilities a point to remember is that much of the anger, dismay, or incredulity has come from people who would never have to wear the present square rig — the girls for instance!

Immediate evidence appears to suggest that fewer enemies would be made by doing nothing than venturing into the world of trendy wear.

While everybody is having a shout, the real interest is going to lie in the results of the questionnaire compiled by the sailors who saw and studied the new styles. Their views may decide whether the planners will go back and try again.



"Like I told the Commander, what with all this modelling and appearances on the telly, I'm a ruddy screen Star — not a Jack Tar."

ARE YOU A LOST VOTER?

Scores of naval voters look like being missed again this year from the Registration of Electors — all because they think they are safely "on the books."

If the pattern in the Portsmouth area is anything to go by, naval personnel have not yet appreciated that the system has been changed.

A fresh declaration has to be made each year, and the 1971 qualifying date is October 10. There is still time when this issue is published.

Portsmouth's Town Clerk, Mr. J. R. Haslegrave, told Navy News:

"During the last two or three weeks I have received a steady flow of declarations on the form F/Vote/33 from personnel in many ships and establishments.

The majority

"It is quite evident that this is a direct result of the official publicity afforded by the Navy Department and commanding officers.

"The pattern so far is that personnel whose names are not included in the current register of electors as Service voters constitute by far the majority of the declarants.

"This has made me consider whether members of the armed forces really appreciate that they must make a fresh declaration for an address each year by the qualifying date for the register, the 10th of October.

"I know that when forms F/Vote/33 are supplied they are usually accompanied by an explanatory leaflet, and excellent though this is in explaining the detail of the form, it does not include reference to the fact that to be registered, Service men must complete a copy of this form annually, but reference to this is no doubt included in the Navy Department's notes.

"Before 1970, forms F/Vote/33 remained in force until they were superseded by a fresh declaration for the same, or another address, or until the declarant retired.

Reduction

"At that time, there were in excess of 4,000 Service voters registered in the City of Portsmouth. On the introduction of the first annual re-registration for the 1970 Register, this figure was reduced to 2,653, and, for the 1971 Register, still further reduced to 1,782 (probably due to the apathy following a Parliamentary election).

"Although the figure of 4,100 was no doubt an inflated figure, I do not accept that the reduction in the number of Service voters registered in the City reflects a corresponding reduction in the number of Service voters living here."

Read the notes

The Town Clerk suggested to Navy News, "I think you will agree that there is a considerable need for publicity about this by whatever means are available."

Mr. Haslegrave said that completion of the front of the form did not normally present much trouble to Service personnel.

It was part 2 of the form, and the permutations it provided, which presented problems.

"If only declarants would also read the notes then I think we would get the right answers," he said.

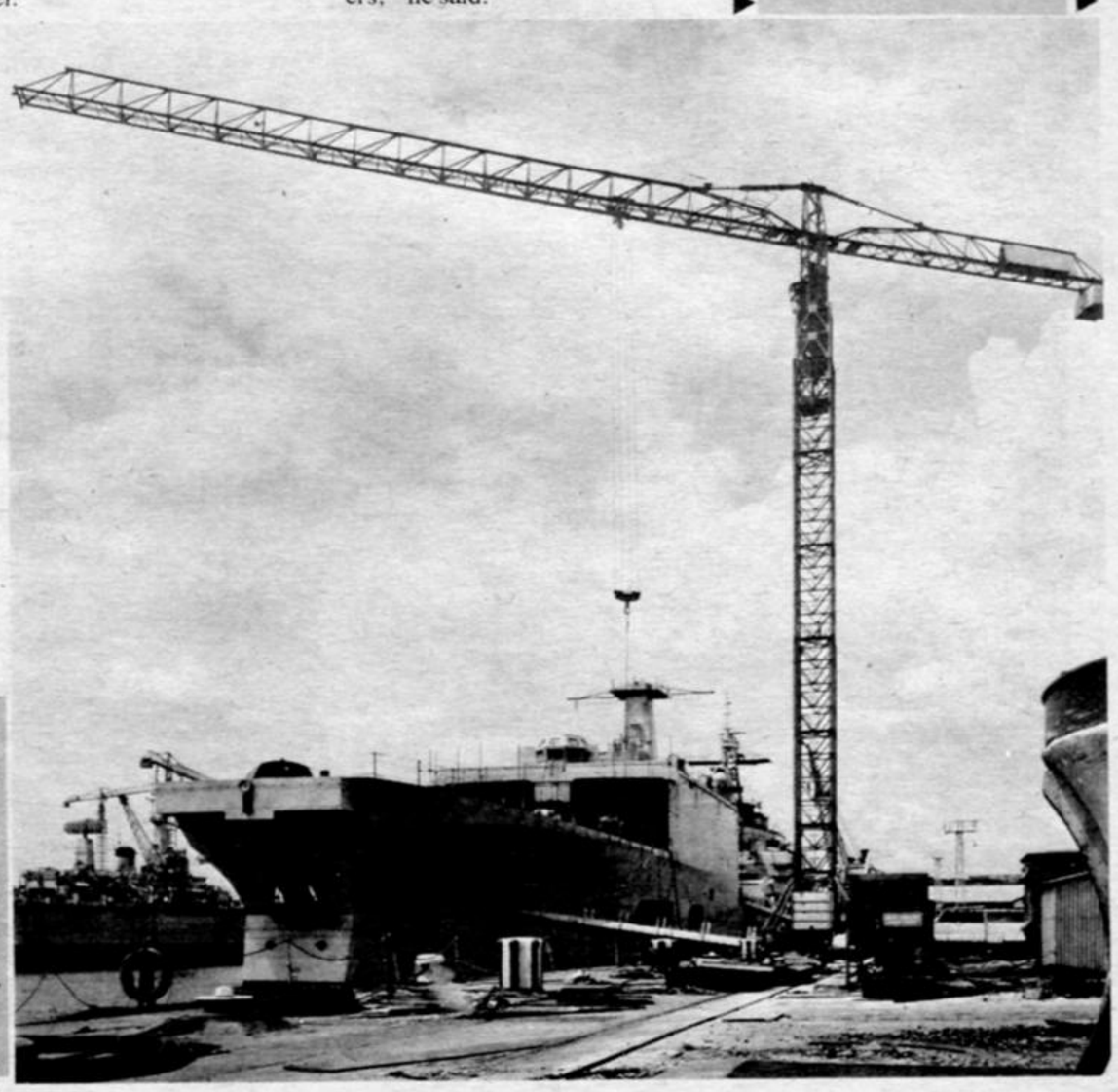
"In particular, the previous declaration referred to in Note 2 means a declaration for the current (1971) Register for the same address. A declaration for any other address should clearly indicate whether a proxy is, or is not required."

EVERY YEAR that form F/Vote/33 must be completed by the 10th October, in order to be effective for the register to be published on the following February 15.

And that goes for those who made a declaration ages ago under the old rules and haven't heard about the changes.

No declaration — No vote.

Towers over Tiger



Ship with a past — and a future: H.M.S. Tiger pictured at Devonport, where she is due to commission for trials next February after conversion to helicopter cruiser.

Above her is one of three Babcock Weitz tower cranes recently supplied to Devonport dockyard to assist in warship refitting work.

The Tiger was laid down as long ago as 1941 and finally completed in 1959.

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FIRE!



Charybdis answers the call

Life in the Royal Navy undoubtedly equips a man to cope with a variety of emergencies in any part of the world, but fighting a forest fire on a Mediterranean island must be one of the most unusual experiences likely to confront a sailor.

But when a serious fire threatened houses on a mountainside on the island of Elba, it was the ship's company of H.M.S. Charybdis who answered the call.

The commanding officer, Capt. T. A. C. Clack, offered the services of firefighters from the ship and as the small fire brigade at Portoferraio was unable to cope with the outbreak, his offer was gratefully accepted.

Volunteers were asked for and within an hour 60 men were landed under the command of the ship's marine engineering officer, Cdr. C. Orpe.

The three fire parties, led by C.Mech. S. A. Blakeway, REMN1 M. G. McMurtry and COEA (O) B. G. Livingstone, walked several miles through dense undergrowth — and in a temperature of 110—to the fire which had reached the mountain's summit.

Thanks to the efforts of RO3 (T) J. E. Hopwood and RO2 (G) I. G. Hetherington, excellent radio communications were established with the ship, the firefighters.

A total of 150 men were involved, including forestry guards, Caribinari and Italian Navy personnel, and with the assistance given by the 60 men from the Charybdis, a large area of forest and plantations was saved from destruction.

Hotfoot note: The fire started in a vineyard where an old man was burning rubbish. It got out of control, swept through his vineyard and orchard and up on to the mountain into a plantation of young fir trees.

HIGH—AND VERY DRY



Charybdis firefighters pause for a well-earned breather. With the temperature at 110 it was thirsty work, but the Charybdis was far below in the bay, with those cool, refreshing drinks . . . Among those in the picture are MEM 1 M. Ender, MEA(P)3 M. T. Blake, OS A. R. Park, Lieut. G. Gadson, Cdr. C. Orpe and Ch.Mech S. A. Blakelday.

Hot pants at the helm



"Keep your mind on your driving, keep your hand on the wheel . . ." Sound advice, maybe, but with such attractive "co-pilots" helping him to steer the ship, it would not be surprising if LS Tom Degnan let his mind wander a bit from the job in hand!

The girls helping to guide H.M.S. Fearless from Dover to Portsmouth are Miss Anne George (left) and Mrs. Doreen Buxton, two of the 90 MOD civilians who recently spent a day in the ship.

Doreen's husband is at present serving in H.M.S. Devonshire.

The Fearless has been engaged in several other "Meet the Navy" trips to sea this summer, involving 1,500 schoolboys and cadets. One group of 220 from the South of England went with her to Cherbourg.

And when friends of the Fearless cannot visit the ship, the ship's company goes ashore on a goodwill trip . . .

The Fearless has adopted the Newell Hall Old People's Home, at Bracknell, so when the Home held an open day, sailors were there to help with the running of the show.

Suzy doubles up Mauritius guard!

Situated in an island renowned for the reproductive prowess of its populace — both human and animal — H.M.S. Mauritius found their police dog complement had doubled overnight when Alsatian bitch "Suzy" produced a splendid litter of ten.

Unlike the recently reported multiple 'human' births, the litter — five male and five female — required no special care!

When grown and fully trained it is hoped most of the litter will replace dogs due for retirement and fill current vacancies in the Admiralty Police (Mauritius) Dog Section which makes an invaluable contribution towards the security of the station and accommodation areas.

Shopping at BERNARDS in Portsmouth is a pleasure

BERNARDS lavish new Departmental Store on the Lion Terrace - Queen Street corner makes for comfortable shopping.

The ground floor is entirely devoted to Menswear and Uniforms while upstairs there is a wide choice of goods for the home – garden – gifts, etc.

BERNARDS provide Credit Facilities at no charge where customers prefer to open an account to paying Cash, and additional to the new Store, provide shopping facilities at 23 other Branches at Home and Abroad.

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WORKBOATS OF THE FLEET

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Everybody knows about Captain Bl and his famous voyage, though few have given a thought to the design of tiny craft in which he and his companio traversed an ocean.

Perhaps it would be a boat similar to that used by the Antarctic explorer Shackleton in his gruelling passage to Elephant Island.

Nowadays, though ships' boats are sometimes involved in storm and drama on the high seas, for the most part they have a humdrum ship / shore existence, living a hard life and expected to perform yeoman service with the minimum of attention.

However, if the history of the breed arouses no great excitement, it has been said "that there are few subjects more controversial and few upon which so great a multitude of self-appointed pundits have so much to say as that of ships' boats."

And surveying the outlook for 1971 provides ample opportunity for discussion.

Revolution

Since the Second World War, a gradual but almost total revolution has taken place in the materials used in building and equipping boats.

Little disagreement can exist over the change from wooden boats to glass reinforced plastic (often erroneously called fibreglass), in view of the reduced maintenance, absence of rot, freedom from marine borers and resistance to impact.

These GRP boats can also be repaired more easily by semi-skilled labour, if the sound but somewhat messy result can claim the honoured title of "repair."

Inflatable

Alongside the introduction of GRP construction has been the rapid strides in the development of inflatable craft, which despite their ungainly, floppy

Can carry 50 men

The 36ft. work boat is based on the wartime LCV(P) which had the same spoon bow and box-like hull. Today the hulls are made in GRP with sliding GRP canopies covering the passenger area.

A speed of 9 knots is achieved with the 78 h.p. engine driving through a Kort Nozzle (shrouded propeller). The boat can easily carry 50 men or five tons of stores.

Supplies have only been to the larger ships, the smallest so far being H.M.S. Abdiel and H.M.S. Bristol.

A limited re-design of the Gemini is nearly complete, aimed at improving the rubber material and its adhesive, and also making the wooden floor section more robust and easier to set up.

Good care and maintenance will contribute much to prolong life and reduce the amount of money wasted on craft which require major repairs after only a few months of use at sea.

For surveys

Two new boats are being developed for the Hydrographer. A 31ft. medium survey boat, for use in the icy conditions of the Antarctic, is expected to complete trials in time for the 1972 season by H.M.S. Endurance.

A second type of 31ft. medium survey boat will replace the 28ft. Danielle at present in use on survey vessels. The prototype is undergoing trials in H.M.S. Fawn.



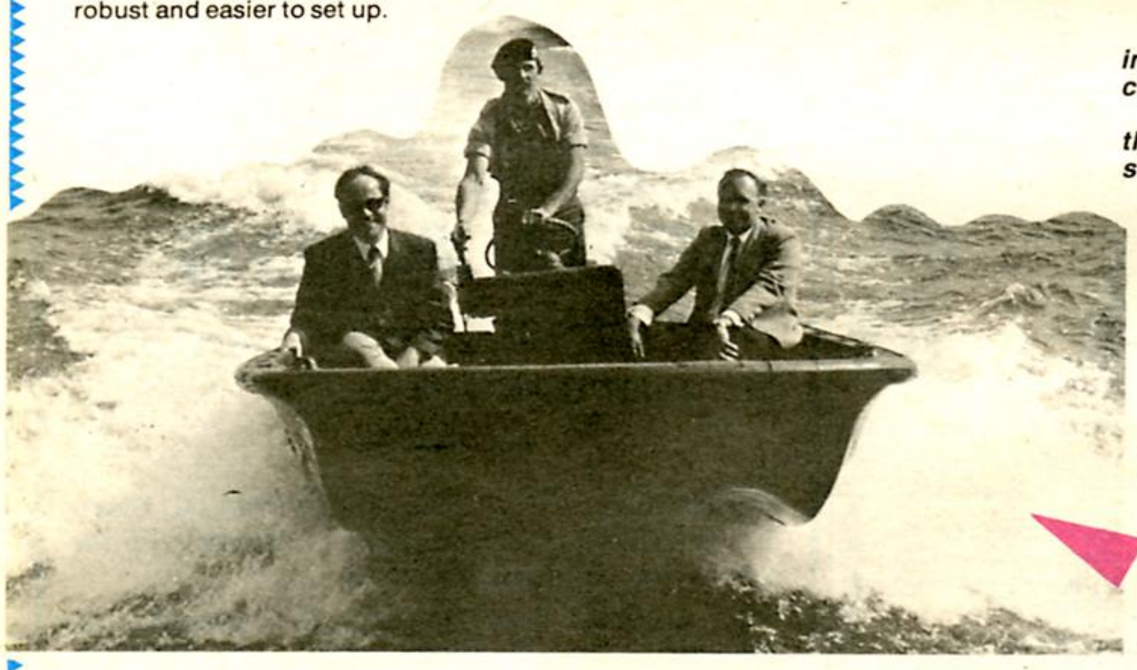
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In the 1970 design, the heavy drop keel, sailing gear, and all thwarts have been removed, the seats being placed around the sides.

The whaler has Morse control for the throttle and gear, but the same old tiller. Speed is 7½ knots.

With the GRP hull and flush fitting bottom boards, the boat is much easier to keep clean.

At the tiller is Leading Seaman David Dix, from the R.N. Seamanship School.



REALLY GOES!

With a 115 hp outboard, the 17ft. rigid raiding craft really goes!

They have been timed at 34 knots light, and even when laden with ten fully-armed Royal Marines the speed is over 20 knots, which is an important contribution towards achieving surprise on operational activities.

This RRC is coxswained by Marine Mervyn Redfern, from ATURM, Poole. His passengers are Mr. Harold Partridge, from the Directorate of Naval Ship Production, and Mr. Norman Smith, from the Boat Design Section of D. G. Ships, Bath.

A fine array of craft returning from the "Boat Show," headed by the 17ft. dory. C PO Tom Brierley, of the R.N. Seamanship School.

The commercial model of the 17ft. dory is being supplied to minesweepers, re wooden 16ft. slow motor boat. With a 40 hp outboard it has a speed of 18 knots in ligh and 10 knots with ten men aboard. A modified version is used by the Royal Marines as as the Rigid Raiding Craft.

Also in the picture are (left to right): Seatruck, 13ft. dory, 17ft. rigid raiding destroyer / frigate motor boat, 27ft. motor whaler Mk II, 34ft. fast motor launch, a inshore rescue boat.

Plenty of power

Striking bow shot of the 24ft. destroyer / frigate motor boat. The prototype was embarked in H.M.S. Galatea, where it has proved sufficiently successful to justify an order of ten more embodying the lessons learned.

Power has been increased from 11 H.P. in the old boat to 78 H.P. in the new, suggesting that the coxswain will need to be careful in moving the throttle from ahead to astern. Performance moves up to 10 knots fully laden and 13 in light condition — over twice the speed of the old 25ft. motor cutter she replaces.

The new boat is not expected to act as seaboat in a destroyer or frigate, although she is good in a seaway.

In the foreground is the new whaler showing one of the two collapsible canopies — ugly but thoroughly effective in keeping passengers dry.



Meet the S



The Ship Department is always examining new designs of boats, and one of the more novel and promising is the Seatruck, now now being evaluated. It is 25ft. long and 10ft. wide, and can carry a Land Rover.

The craft, oblong in shape, works on an air

lubricated h Johnson, it and still man

Useful for harbour, an tender. It ha

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Inflatable

Alongside the introduction of GRP construction has been the rapid strides in the development of inflatable craft, which despite their ungainly, floppy appearance have proved themselves splendidly adaptable, seaworthy and capable of high speed.

Man-made fibres, rot proof and tremendously strong, have taken over from manilla and sisal cordage, and the "canvas" of modern sails is based on the same new materials.

All these factors have been taken into account in deciding and experimenting with the ships' boats for the next 20 years or so.

The 23ft. Huntress, which became the senior officers' boat in 1964, is built of marine plywood by hot moulding process, but all the others will have GRP hulls.

If anyone who had been in the Navy more than a dog watch were asked to name two outstanding boats of the century he would probably choose the 25ft. motor cutter and the 27ft. whaler.

The first of these is about to undergo gradual replacement after 40 years of service.

The familiar lines of the whaler, however, are to remain with the Navy for a long time yet. This type of craft became the 3 in 1 when fitted with an engine in 1954, and 12 years later GRP carvel (smooth sided) hulls replaced the wooden clinker (planked) construction.

The latest successor retains the same hull form, but relies entirely upon motor propulsion.

This Navy News feature has been prepared from a Mini Boat Show held at Portsmouth, where 11 new ships' boats designed and built in the last three years, had been selected for demonstration.

The show was organized by Cdr. David Joel for the Director of Naval Equipment.

Can carry 50 men

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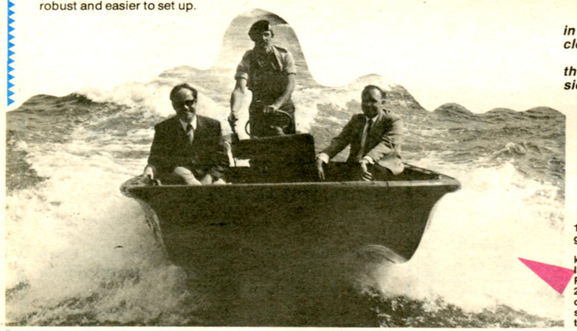
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Crafty view



A dashing picture of the 16ft. inshore rescue boat, one of the several intriguing designs by Rear-Admiral D. J. Hoare, Provost of Atlantic College, Glamorgan.

Portsmouth Dockyard Boathouse, in conjunction with the R.N.L.I., are building two of these smaller "Charlie" class boats for evaluation as possible sea boats of the future. They have a deep V-shaped ply hull on which are mounted conventional Gemini-type tubes, the crew of two sitting in tandem on a centre-line pillion type seat which they can grip with their knees.

They are superb sea boats, better than a Gemini, and as there is no transom, any waves which break in flow straight out again.

Driving the boat is Michael Brinton, from the Cowes Depot of the R.N.L.I., with Lieut.-Cdr. Ted Over as crew member.

ON THEIR WAY...



Two of the boats which every destroyer and frigate will be fitted with in the next decades.

The dory is the 13ft. type, with speeds of 8-15 and 12-20 knots depending on engine size (20 or 40 h.p.). At the wheel is PO Ray Dean, from the R.N. Seamanship School.

All these dories have similar "sea sled" hulls. Any holes in the hull must be repaired or water will percolate into the "sandwich," thus increasing weight and reducing performance.

The Galatea 24ft. motor boat is coxswained by Leading Seaman George Poole, with crew Able Seaman David Hurley.

Plenty of power

Striking bow shot of the 24ft. destroyer / frigate motor boat. The prototype was embarked in H.M.S. Galatea, where it has proved sufficiently successful to justify an order of ten more embodying the lessons learned.

Power has been increased from 11 H.P. in the old boat to 78 H.P. in the new, suggesting that the coxswain will need to be careful in moving the throttle from ahead to astern. Performance moves up to 10 knots fully laden and 13 in light condition — over twice the speed of the old 25ft. motor cutter she replaces.

The new boat is not expected to act as seaboat in a destroyer or frigate, although she is good in a seaway.

In the foreground is the new whaler showing one of the two collapsible canopies — ugly but thoroughly effective in keeping passengers dry.



Meet the Seatruck

Pictures: PO W. Stenning



The Ship Department is always examining new designs of boats, and one of the more novel and promising is the Seatruck, now now being evaluated. It is 25ft. long and 10ft. wide, and can carry a Land Rover.

The craft, oblong in shape, works on an air lubricated hull principle. Fitted with a 115 h.p. Johnson, it goes at 25 knots in light condition, and still manages 20 knots carrying a ton load.

Useful for carrying stores quickly round a harbour, and with possibilities as a diving tender. It has a bow door.



SHE'S A FLYER

In laden condition, the fastest ships' boats the Royal Navy has ever had.

This 34-ft. motor launch is a replacement for the 35-ft. MSMB, which had a top speed of 12 knots. With twin Perkins engines, the new craft does over 20 knots when light, and still maintains 17 when laden with 20 passengers and three crew.

So far two are fitted in H.M.S. Ark Royal and two in the Royal Yacht Britannia. All cruisers and above will get them from now on.

This picture was on of of Britannia's boats driven by the Queen's coxswain, CPO Ellis Norrell. The Royal crest is displayed on the bow.

Latest fashions on show

appearance have proved themselves splendidly adaptable, seaworthy and capable of high speed.

Man-made fibres, rot proof and tremendously strong, have taken over from manilla and sisal cordage, and the "canvas" of modern sails is based on the same new materials.

All these factors have been taken into account in deciding and experimenting with the ships' boats for the next 20 years or so.

The 23ft. Huntress, which became the senior officers' boat in 1964, is built of marine plywood by hot moulding process, but all the others will have GRP hulls.

If anyone who had been in the Navy more than a dog watch were asked to name two outstanding boats of the century he would probably choose the 25ft. motor cutter and the 27ft. whaler.

The first of these is about to undergo gradual replacement after 40 years of service.

The familiar lines of the whaler, however, are to remain with the Navy for a long time yet. This type of craft became the 3 in 1 when fitted with an engine in 1954, and 12 years later GRP carvel (smooth sided) hulls replaced the wooden clinker (planked) construction.

The latest successor retains the same hull form, but relies entirely upon motor propulsion.

This Navy News feature has been prepared from a Mini Boat Show held at Portsmouth, where 11 new ships' boats designed and built in the last three years, had been selected for demonstration.

The show was organized by Cdr. David Joel for the Director of Naval Equipment.

Crafty view



A dashing picture of the 16ft. inshore rescue boat, one of the several intriguing designs by Rear-Admiral D. J. Hoare, Provost of Atlantic College, Glamorgan.

Portsmouth Dockyard Boathouse, in conjunction with the R.N.L.I., are building two of these smaller "Charlie" class boats for evaluation as possible sea boats of the future. They have a deep V-shaped ply hull on which are mounted conventional Gemini-type tubes, the crew of two sitting in tandem on a centre-line pillion type seat which they can grip with their knees.

They are superb sea boats, better than a Gemini, and as there is no transom, any waves which break in flow straight out again.

Driving the boat is Michael Brinton, from the Cowes Depot of the R.N.L.I., with Lieut.-Cdr. Ted Over as crew member.



Coxswain is

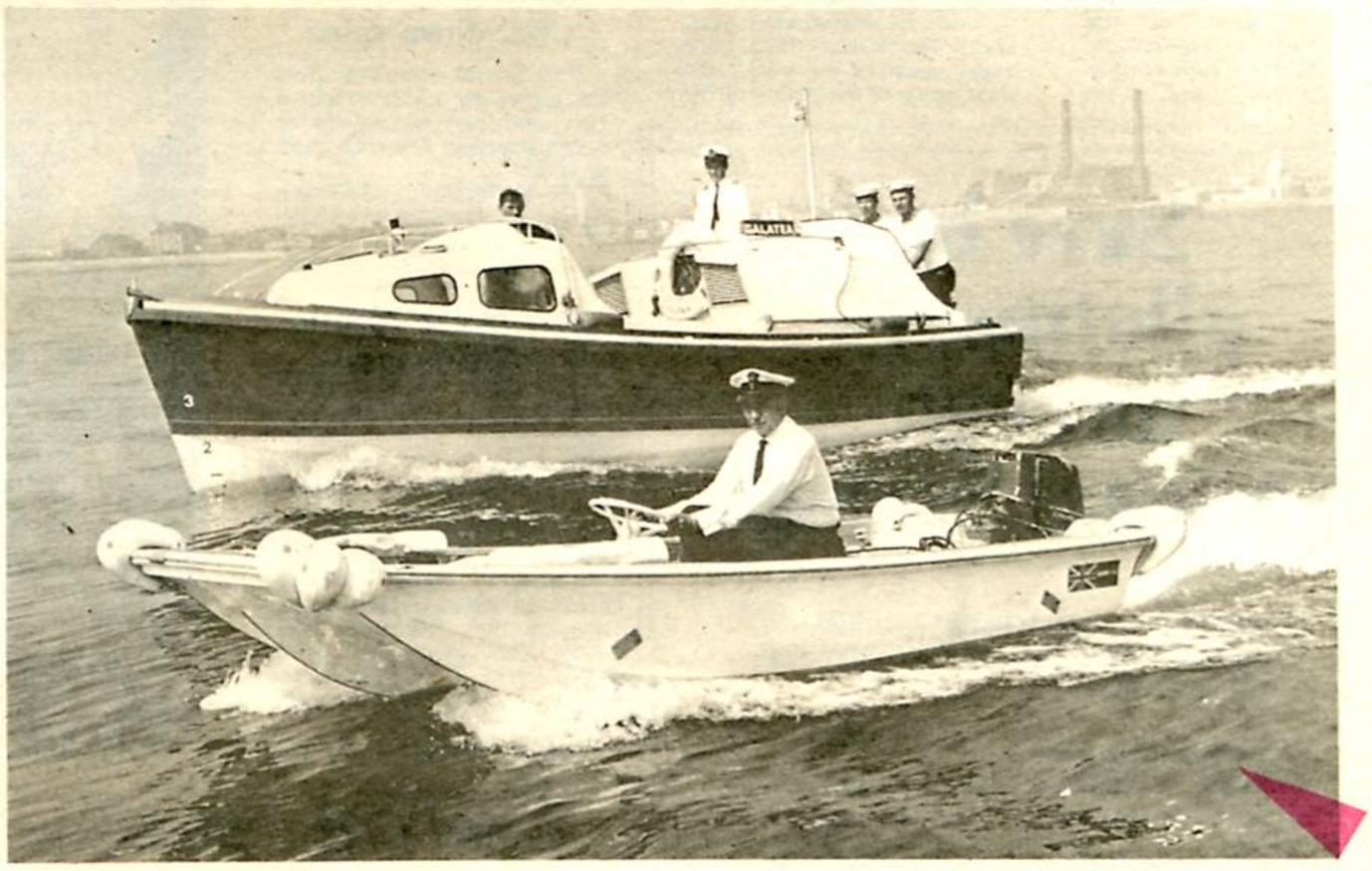
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Seatruck

Pictures: PO W. Stenning

ON THEIR WAY...



Two of the boats which every destroyer and frigate will be fitted with in the next decades.

The dory is the 13ft. type, with speeds of 8-15 and 12-20 knots depending on engine size (20 or 40 h.p.). At the wheel is PO Ray Dean, from the R.N. Seamanship School.

All these dories have similar "sea sled" hulls. Any holes in the hull must be repaired or water will percolate into the "sandwich," thus increasing weight and reducing performance.

The Galatea 24ft. motor boat is coxswained by Leading Seaman George Poole, with crew Able Seaman David Hurley.





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This picture was on of of Britannia's boats driven by the Queen's coxswain, CPO Ellis Norrell. The Royal crest is displayed on the bow.

NEW ON THE BOOKSHELF

Scope of Red power at sea

Worried about Russia? Then take a grip on your seats and get thoroughly alarmed by author David Fairhall's **Russia Looks to the Sea** (Andre Deutsch, price £3.95).

This study of the expansion of Soviet maritime power points out that "the most impressive thing about Soviet maritime ambitions is not their specific impact but their scope," in the apparent co-ordination of research, fishing, commercial and naval elements into a vast Communist State enterprise.

Improvisation

By comparison with the Royal Navy, "with its weakness for sophisticated weaponry," some of the Soviet Navy's equipment, says Mr. Fairhall, looks rather "agricultural," and its approach to tactics rather crude, but he continues:

"They also show great ingenuity and a flair for improvisation . . . for example in their introduction of the cruise missile into the submarine fleet (first bolting it on to anything which could take it to sea, then modifying existing craft, and finally designing a new class from scratch).

It is that "bolting it on to anything" spirit which does seem to be missing from a peace-time Royal Navy.

Much is written every day about the Soviet threat into every ocean of the world, and their grasp of the policy of the visible presence as well as the invisible deterrent.

The importance of this book is in directing attention to aspects other than policing the globe in challenge to United States influence.

There are the large trawler fleets, organized in military formation, and supported by "factory" and "mother" ships, with the ability to move anywhere in the world where the seas can produce food — a vital bit of planning for the future.

'Chill down spine'

The Soviet merchant fleet has grown by a million tons a year, and there is a significant oceanographic research programme.

Mr. Fairhall has produced a thorough survey of the origins of Russian policy, and the swift strides towards the political and economic as well as military power, arising from concerted maritime expansion.

"They have shown a consistency and an attention to fundamentals which must have sent a chill down the spine of a Pentagon analyst," he says.

LONE ROWER'S 'TONIC' WAS HIS R.S.M.

Out on the high seas, alone in a frail craft, when any moment might be your last, what could be the message to inspire the will to win through?

For most men it would be a word from girl friend, wife, mother, or perhaps spiritual adviser, but for one soldier in daily peril it was a letter — from his regimental sergeant-major!

And the tone of the letter will sound even more surprising to all who have trembled before the wrath of the R.S.M.

"All sailors from the dawn of time," said the R.S.M.'s letter, "have found it easy to speak to God when they felt the need for guidance. You are never really alone."

The soldier was Tom McClean, a British Army paratrooper who knew he would "never be Prime Minister material," and who decided to row the Atlantic single-handed.

His story is told in **I Had to Dare** (Jarrolds, price £2) — a modest account of a 70-day epic in which a young man gifted with little more than courage and physical endurance "made his mark in the world."

Action

He was the first rower to make the east-west crossing, and in record time which still stands for any Atlantic row.

Tom McClean was orphaned at three and brought up in an orphanage. On leaving he became a near-delinquent but was saved from ruining his life by joining the Army, where he found plenty of activity in Borneo during the Indonesian confrontation.

On his lonely, mad exploit he had been given letters to open, one every Sunday, and the R.S.M.'s letter came at a time when he was in a low mental state.

However, if McClean learned to offer up a kind of prayer, there was plenty of other language he used in his struggle against the savagery of the elements, screaming in his torment as he fought for survival against the ocean gales.

Tributes

It might be thought that 70 days in a 20-foot open boat, with little on the mind but weather, and a man not practised in self-expression, might produce a somewhat dull volume.

But McClean had the assistance of a professional journalist in preparing his tale, and between the two they have produced an absorbing account.

From a young man of these times, it pays some unexpected tributes.

Keeping in touch

A chief petty officer of the Royal Navy has gone into retirement with an unusual certificate — the first of its kind ever presented.

Colleagues of CMEA(H) Jim Norman on the Ship Maintenance Authority, H.M.S. Victory, wondered how to mark their farewell to him on his retirement after 31 years' service.

Then somebody had a bright idea — why not a five-year subscription to Navy News so that Jim could keep in touch with his chums and the Service?

To add a professional touch, a special Certificate of Validity was prepared and handed over at the farewell ceremony by Capt. R. G. Baylis.

Jim who was awarded the B.E.M. in the New Year Honours, is an all-round sportsman who once represented the East Indies Fleet at soccer.



Capt. R. G. Baylis hands over a Certificate of Validity to CPO Jim Norman from colleagues on the Ship Maintenance Authority.

CANOEISTS START HERE...

The Royal Navy possesses some of the country's finest canoeists, but to the less experienced the fascination of this inexpensive and exciting form of boating is bringing a growing support of the art as a recognized Service sport.

Enthusiast Peter Mytton-Davies has produced an excellent Canoeing for Beginners (Elek Books Ltd., price 75p), which should answer all the likely questions on building, racing, touring and camping.

A sound and practical volume.

'Came out'—as a Wren stoker

From power politics and arguments about hardware it is refreshing to turn to a modest little volume, **Maid Matelot** by Rozelle Raynes (Nautical Publishing Company, price £1.60).

At 17 she should have been preparing for a coming-out dance, Queen Charlotte's Ball, and a London season, but instead had a passion for the sea and an ambition to work on boats in a busy port.

War provided the opportunity, and she joined the W.R.N.S. — as a stoker.

She claims to have coaxed into life a long-neglected Kelvin engine, so not surprisingly she eventually attained the dizzy height of Leading Rate.

MADDENING . . .

She has that maddening feminine trait of stopping when everybody would have liked her to have gone on. Like "Suddenly there was a great jetty looming up ahead of me and I couldn't remember which way to push the tiller!" No more.

A name she mentions is one "Patricia Mountbatten, a Wren plotter, who knew how to deal with ambitious young officers who tried to date her with an eye on their future careers."

If life with the merry matelots ever included the peril of a fate worse than death, Rozelle discreetly leaves it out. This is definitly a book in which only the silence is pregnant.

She had never made a bed when she joined up, but she scrubbed and polished with the best of them and ploughed through the grime with the shine of her enthusiasm more gleaming than ever.

Achievement of her ambition, life in the Service, and the additional sense of comradeship in war, gave this girl a true sense of living.

Her reminiscences have an atmosphere of "Who's for tennis?" but for readers practised in the style of today, the very artlessness of the volume is one of its big delights.

EAGLE RUNS FOR SHELTER

A Royal Navy task force, including the aircraft carrier H.M.S. Eagle, was forced to run for shelter in Tasman Bay, New Zealand, when high winds whipped up rough seas.

An exercise between British ships and the Royal New Zealand Air Force was called off until the weather improved.

At about the same time, 130 m.p.h. winds were lashing Hong Kong, when Typhoon Rose brought 12 inches of rain and caused widespread damage to buildings and ships.

The minesweeper H.M.S. Kirkliston joined in rescue and salvage operations, picking up survivors from a ferry which capsized.

British ships also took off the majority of the crew of the U.S. Navy stores ship, Regulus, which had developed a ten-degree list and sustained considerable damage.

An R.N. bomb disposal unit from Plymouth was called in to dispose of a 1,300lb. German mine which skin divers found on a ledge about 400 yards off Pendennis Head, in Falmouth Bay, Cornwall.

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H.M. FORCES SAVINGS

THE ROYAL GEORGE

Brigadier R. F. Johnson

A fascinating history of the *Royal George* and those who served and fought in her until her tragic loss at Spithead on August 29, 1782.

The story of the loss is told, and the author's novel explanation for the ship's sinking, is supported by the evidence of a naval architect. This factual and vivid account of ships and seamen of the time, and in particular the story of the ship whose glory is second only to Nelson's Victory, will appeal to all interested in ships and naval matters.

Brigadier Johnson has had a long career as a professional soldier and is the author of several other books.

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America . . . Chay Blyth . . . and then the telly

Ark in the 'Lymelight'

Before returning to Plymouth for Navy Days, H.M.S. Ark Royal completed an exciting few weeks which included a visit to the States, a call at the Virgin Islands and an ocean meeting with homecoming world yachtsman Chay Blyth, with the spell climaxed in early August when the Ark became a television "star" at the centre of a full-length live spectacular sea show.

The B.B.C. television programme, one of the most technically intricate live outside broadcasts ever attempted at sea, covered Operation Lymelight which took place on August 4 about 30 miles off the Dorset coast and involved six ships, five types of aircraft and 3,500 officers and men.

Taking part besides the Ark were the Leander-class frigates H.M.S. Euryalus and Galatea, the submarine H.M.S. Sealion and R.F.A.s Olmeda and Regent.

Strict timing

Operations seen by viewers included anti-submarine search-and-attack by frigate and helicopter, air-to-air and air-to-surface rockets, catapult launching and arrested recovery of the Ark's Phantoms and Buccaneers, replenishment at sea and torpedo firing and bombing with live ammunition.

Preparations for the programme were considerable, with the timing to 15 seconds — quite an achievement in a programme lasting nearly an hour.

B.B.C. personnel and their equipment went on board the Ark several days before the programme was transmitted, and the hoisting in of the £750,000 mobile control room vehicle was a careful operation. Altogether four vans went on board.

Each TV man was given an escort or sponsor as it takes at least three days in the carrier before a newcomer finds his way round satisfactorily.

Altogether the B.B.C. sent 65 personnel to sea — R.F.A. Olmeda had 28 and the Ark 37, including two women production assistants, who were given "all mod cons."

Programme commentator was Raymond Baxter, assisted by Cdr. L. Middleton.

About a month earlier the Ark had visited Mayport, Florida, where Rear-Admiral C. C. S. Dunlop, Commander British Naval Staff, Washington, visited the ship in his capacity as Chief Naval Supply and Secretariat Officer.

Superb beaches

Later the Ark called at St Thomas in the Virgin Islands, and the ship's company were not long in taking advantage of the superb beaches and crystal-clear water. Banyan parties were soon ashore, the Marine Engineering Department manufacturing a dozen "do-it-yourself" barbecue grill specials and the Weapons Electrical Department providing a beer bar — dramatically undercutting local prices.

In all, 1,500 men enjoyed banyan facilities.

Back at sea a "happening" — colloquially known as a Sods Opera — was later staged in the after-end of the upper hangar.



Former paratrooper Chay Blyth gets a warm welcome from H.M.S. Ark Royal as he nears the end of the first solo, non-stop voyage round the world by the east-to-west route in the 17-ton yacht British Steel.

The yacht was spotted in the Atlantic by the Ark when she was some 500 miles from landfall at Hamble, Hants.

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NEWS FROM GANGES



The crowning glory



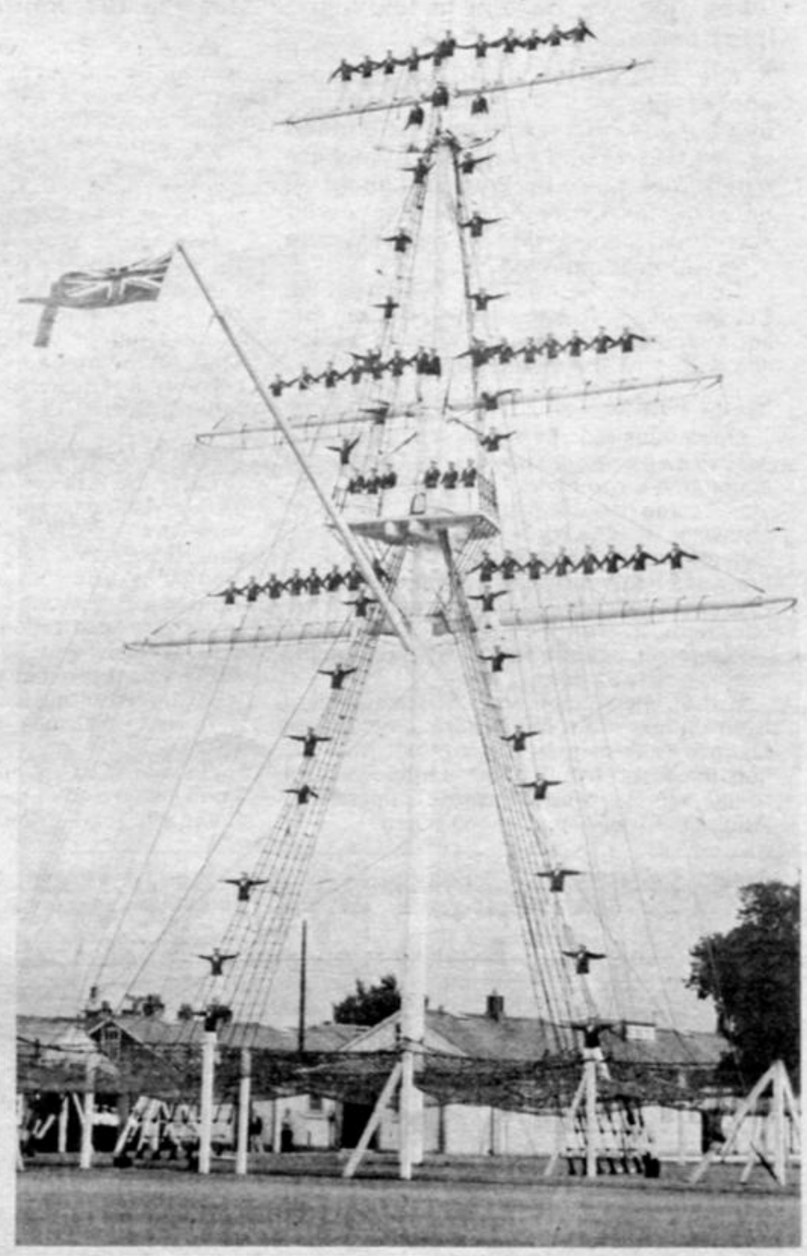
Standing to attention on a "button" just 11 inches across, more than 143 feet above the ground and with the wind blowing at 30 knots takes courage and determination.

This demonstration, which was one of the highlights of parents' day at H.M.S. Ganges on July 24, epitomises the adventurous spirit of the young men who are trained there.

The "Button Boys" at this year's mast manning ceremony on July 22, and on parents' day, were Leading Junior C. W. Cooper, of Anson Division, and Junior Electrical Mechanic Philip Elson, of Blake Division.

Such courage deserves a reward — and what more appropriate for a boy who is the crowning glory of the display, than a crown piece?

The mast was once the foremast of H.M.S. Cordelia and the ceremonial manning is carried out by 82 Juniors drawn from the six divisions.



With the mast towering behind him above the safety net, 15-year-old Junior Elson (left) proudly displays his silver coin. Its present value is about ten times the face value of five bob — and it is certainly worth every penny of that to the Junior who performs such a spectacular task!

GALATEA BRINGS THE ADMIRAL

The inspecting officer for the mast manning ceremony, Admiral Sir William O'Brien, Commander-in.Chief, Western Fleet, arrived in the Leander-class frigate H.M.S. Galatea, recently back from the Mediterranean.

The Admiral was received at Shotley Pier with a full gun salute and taken ashore in the Captain's Barge of H.M.S. Ganges — possibly the first time the ceremony had been seen there, at least since World War II.



Picture: Russ Whalley.

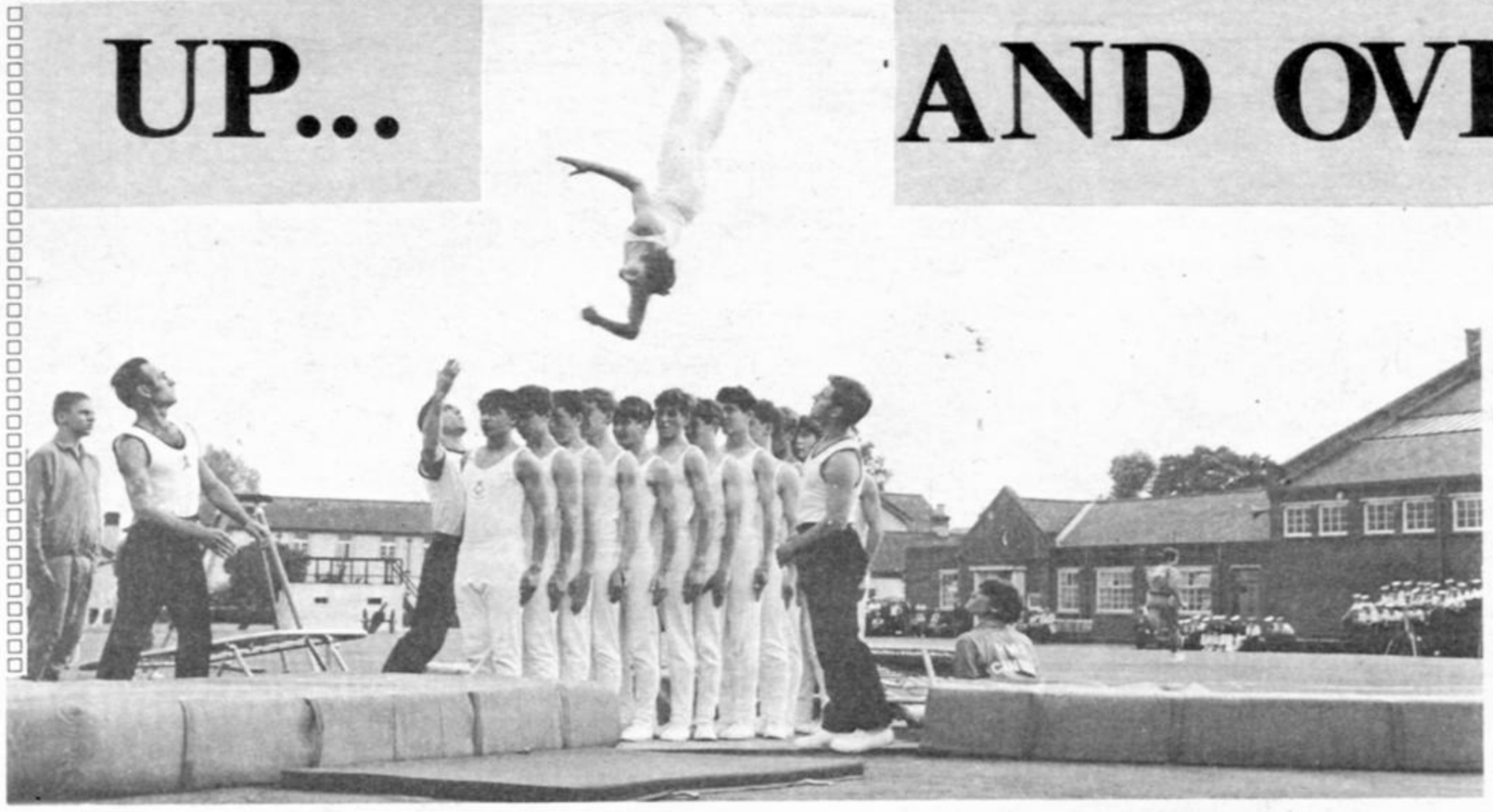


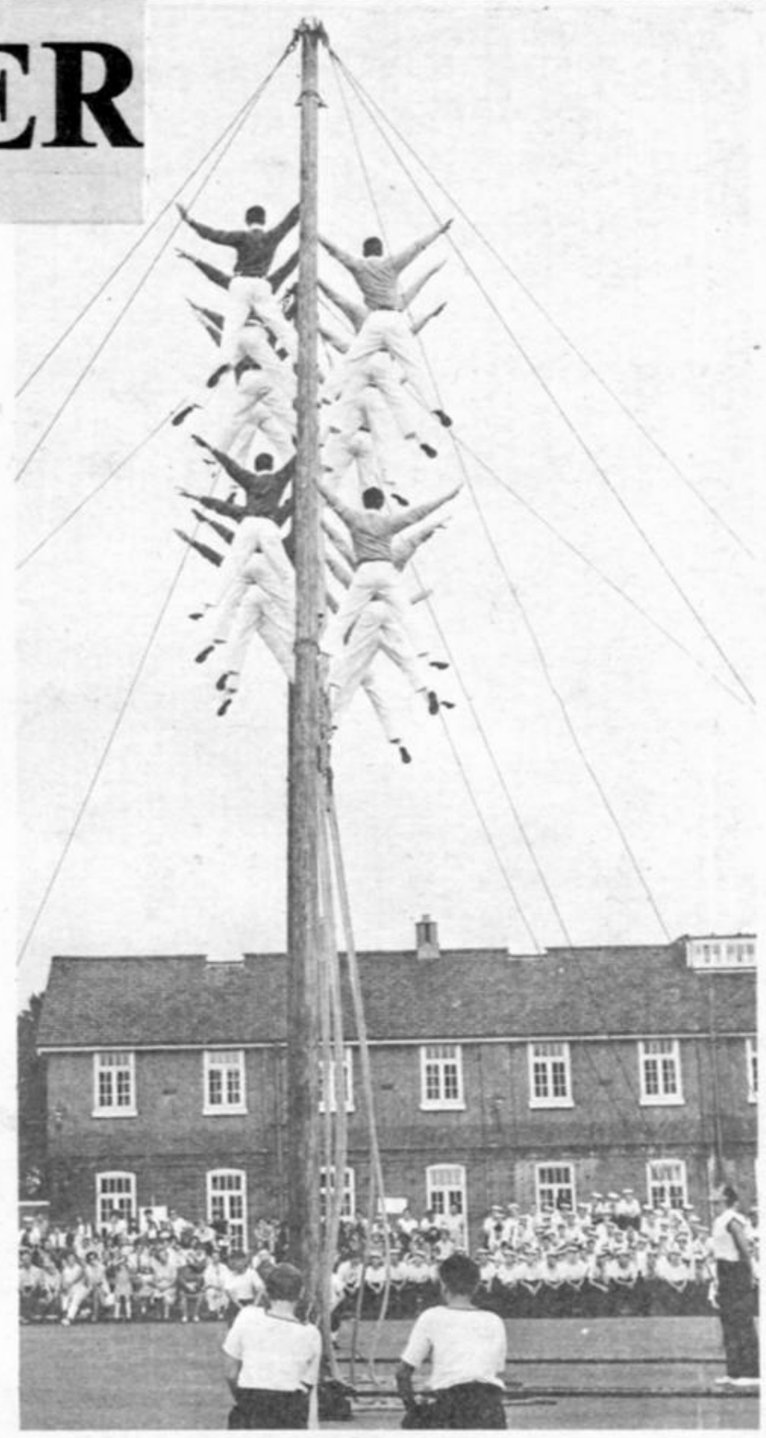
Well done! Leading Junior Cooper receives his crown piece from the Commander-in-Chief, Western Fleet, Admiral Sir William O'Brien, after the mast manning ceremony.

'With drums beating... colours



UP... AND OVER





The Juniors display their skills

Mast manning and the displays for parents' day stretch the Juniors to extreme limits, physically and mentally, limits they may never be asked to find again in their careers in the Royal Navy.

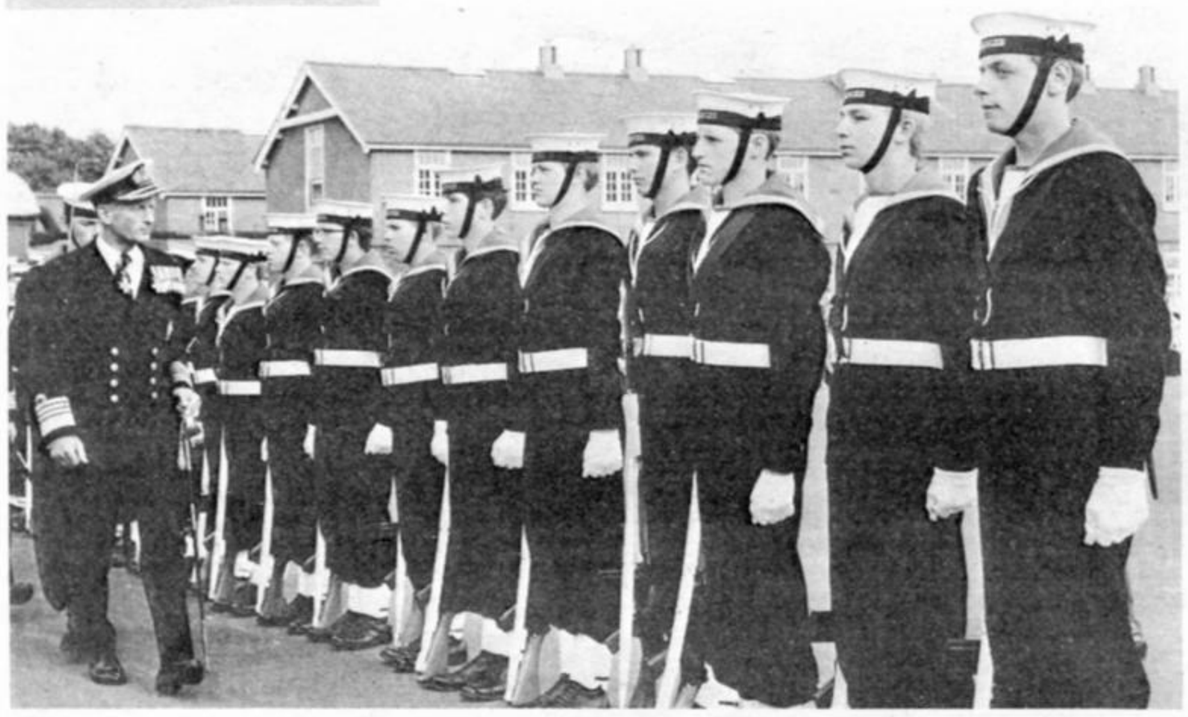
Pictured here are two examples of the displays which call for a high standard of skill, agility and team spirit.

Above is a good view of the high box vaulting team at work — a team well known throughout East Anglia for their fast moving gymnastics. The high-flying Junior vaulting over the heads of his companions, to land safely beyond them, is JS Wilson.

On the right is an original and exciting view of the famous window ladder display, which is performed 40ft. above the ground — with no safety net. Derived from the Swedish system of physical training, it is unique in this country.

Parents visiting H.M.S. Ganges were also treated to a display by the Juniors' Bugle Band. The drum majors were Leading Junior D.J. Austin (Frobisher) and Leading Junior M.J. Kingswood (Hawke). The guard commanders on parents' day were LJ D.P. Scorey (Rodney) and LJ J. Robertson (Anson).

Admiral Sir William O'Brien inspects the rear rank of the guard at the mast manning ceremony. It was a special guard of mixed divisions.



FREEMEN OF IPSWICH

In recongnition of the long and close association between H.M.S. Ganges and the Borough of Ipswich on April 28 this year the council resolved to confer upon the Ganges the Freedom of the Borough.

This gives the ship's company "the right, honour and liberty on ceremonial occasions to march through the Borough with drums beating, bands playing, colours flying and bayonets fixed."

On July 27, about 600 boys and men representing the divisions and ship's company of H.M.S. Ganges paraded in Christchurch Park, Ipswich, to receive a copy of the council's resolution and to see the captain (Capt. M. J. Button) sign the Roll of Honorary Freemen.

The casket containing the scroll was carried in the parade by Lieut. R. A. Brooks, who joined H.M.S. Ganges as a boy seaman in January, 1940.

After wartime service he spent two years as a Ganges instructor. He is now the commander's assistant.

With the speeches and ceremonies completed, the parade, marched through Ipswich, passing the Town Hall where the salute was taken by the Mayor, Ald. C. G. Skinner.

flying and bayonets fixed'

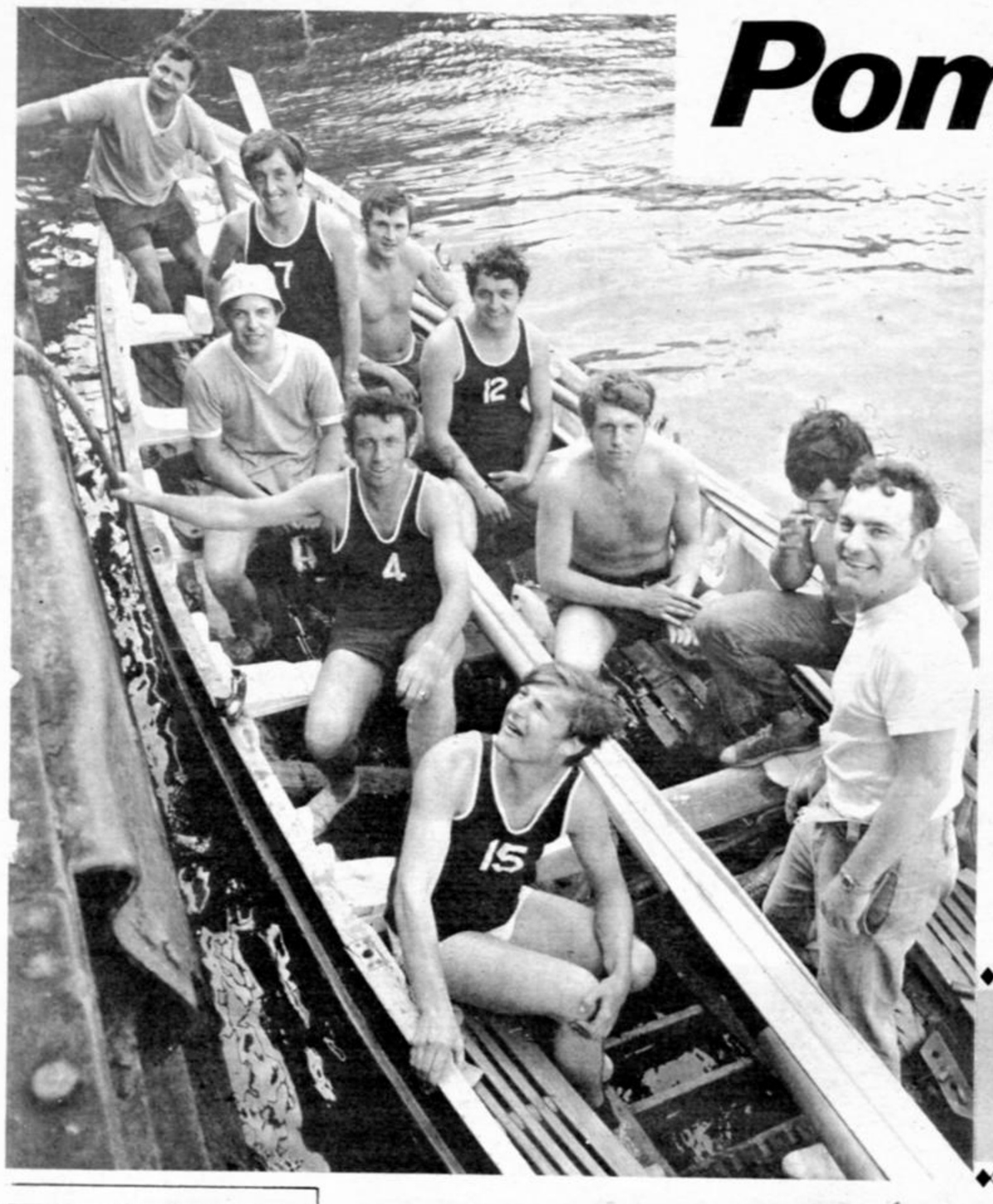




Left: The Mayor of Ipswich with the Recorder of the Borough (Mr. William McLaren Howard, Q.C.) pictured during the reading of the resolution conferring the freedom of entry on H.M.S. Ganges.

Lieut. R. A. Brooks receives the casket from Capt. M. J. Button.

Row-in around Pompey



All smiles after their successful row, the winning team — with the coxswain, Lieut. John Bollanger — take a breather.

Sponsored walks and swims are no longer novel ways of raising cash, so the ship's company of H.M.S. Fife came up with a new idea — a whaler race.

Thought to be the first of its kind over the 11.7-mile course around Portsea Island, on which Portsmouth stands, the race was between the ship's seamen and engineers branches and the supply, weapons and electrical branches.

Only 1¼ minutes separated the first two whalers home, the seamen and engineers winning in a time of 3hr. 17min. 24sec., three hours ahead of schedule.

The only tricky moment during the row was when the boats went under a railway bridge, with only three inches to spare above them. And in the case of the winning boat, this slim margin was reduced when a train crossed the bridge as the boat slid underneath!

The £100 raised by the row, and other fund-raising events held on board, will give two ratings and a youngster from the guided missile destroyer's home port, the chance of a trip on a sail training ship.

APPOINTMENTS

Port Admiral title is introduced

Flag officers of the Royal Navy who have previously borne the title Admiral Superintendent at the Royal dockyards will be re-styled Port Admiral from September 15.

New full titles of the officers affected by the change will be:

Flag Officer Plymouth and Port Admiral Devonport;

Flag Officer Medway and Port Admiral Chatham;

Flag Officer Spithead and Port Admiral Portsmouth;

Flag Officer and Port Admiral Gibraltar;

Port Admiral Rosyth.

The change reflects developments in the organization and management of the various support facilities at the main bases. On the one hand, the responsibilities of General Managers of dockyards and of Principal Supply and Transport Officers have increased; on the other, a wider "naval base" concept has developed under which the Port Admiral is required to control and coordinate a wide range of base support activities.

COMMITTEE'S VIEW

These include the ship repair and fleet maintenance organizations, stores and transport establishments, operational support elements and accommodation and other services for uniformed personnel.

The change of title is consistent with recommendations made in the Second Report of the Committee on Government Industrial Establishments under Sir John Mallabar that the title Admiral Superintendent should be eliminated.

Recent appointments announced include:

Capt. D. G. Titford. Daedalus in command. January 24.

Capt. D. A. Loram. Antrim in command. September 6 (Appointment to Glamorgan in command cancelled).

Capt. R. R. Squires. Hermione in command. December 16.

Cdr. G. F. Walwyn. Falmouth April 3 and in command.

Cdr. M. J. Harvey. Leopard in command. February 14.

Lieut-Cdr. H. L. Peers. Whitby December 6 and in command.

Lieut-Cdr. J. M. Porter. Brighton in command for trials and service. December 13.

Lieut-Cdr J. R. J. Parry, Bronginton December 13 and in command.

Lieut-Cdr A. B. Hortin. Llandaff in command. August 1 1971.

Lieut-Cdr R. M. Lawson. Mohawk in command for trials and service. December 9.

Lieut. C. J. S. Craig. Monkton in command. October 26.

The appointment of Capt. R. A. Stephens to Drake for Berry Head in command is cancelled.

ROYAL MARINES

Lieut-Col. Sir Steuart Pringle, the tenth Baronet of Stichell, takes over command of 45 Commando, Royal Marines in November.

NEW DRAFTY



Capt. P. W. Greening

One of the best known contributors to Navy News, Drafty is having a change of personality.

Capt. P. W. Greening, commanding officer of H.M.S. Aurora, is taking over from the present Captain Naval Drafting, Capt. P. K. C. Harris.

Capt. Harris's new appointment has not yet been announced.

SUMMER SAIL

During their summer vacation, several cadets and sub-lieutenants of the Royal Navy are carrying out adventure training as part of the crew of the German sail training ship, Gorch Foch.

In memoriam

Glen L. Chisholm. AB. P.098376. H.M.S. Aurora. July 22.

Matron Pamela M. Perrin. QARNNS. August 3.

Reginald J. Laity. MEA(P)1. D/M.928788. H.M.S. Eagle. August 9.

Memories of the Mendip

Reports of the North Sea race between the frigate Rapid and the destroyer Cavalier prompted Mr. Jack Cooper to write to a national newspaper about the destroyer H.M.S. Mendip, which has been on active service for 31 years — with four navies and under five names!

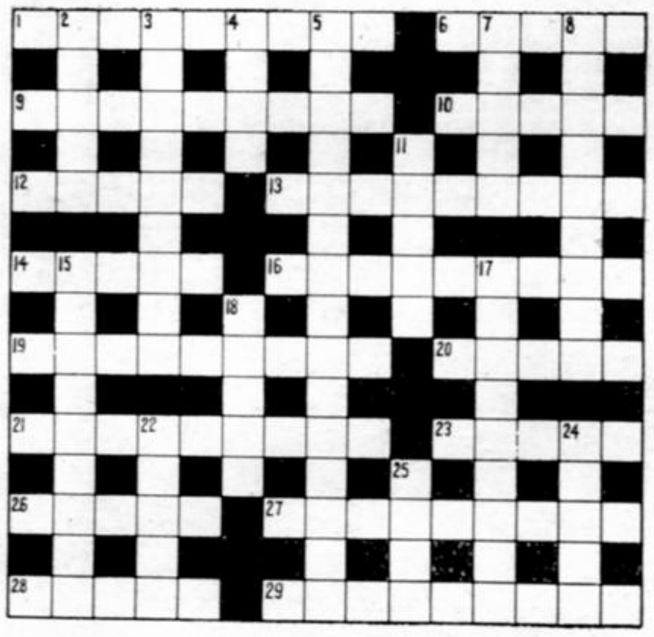
The Mendip, in which Mr. Cooper served as engineering officer, was commissioned in October, 1940. A Hunt Class destroyer of 1,000 tons, she became the leader of the 21st flotilla and saw active service in "E Boat Alley", coastal convoy work and played an active part in the Mediterranean theatre.

In May, 1948, she was transferred to the Chinese Navy and renamed the Lin Fu. She was returned to the Royal Navy and reverted to the Mendip, but was transferred to the Egyptian Navy in November, 1949.

She became the Mohamed Ali el Keb'r and, in 1951, the Ibrahim el Awal. The destroyer was captured off Haifa by Israeli forces on October 31, 1956, and renamed the Haifa, and, as such, she serves today . . .

Your £10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on September 28 and should be addressed to Crossword No. 31, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on the date will receive National Savings gift tokens to the value of £10.



Name .....

Address .....

.....

.....

.....

.....

ACROSS

1, Chased about ten, feeling very much told off (9)
6. Hug it, to make it dance! (5)
9. The things they say to the Press (9)
10. A.A. would provide salutes even when the door closes forcefully, like this (5)
12. They couldn't exist except completely surrounded by water (5)
13. I rag toast for a change to stir things up (9)
14. Shaky occupant in the wood (5)
16. One kind of library book (9)
19. Get-together of army types! (9)
20. All in college (5)
21. May describe a pittance (9)
23. Gangsters, masked (5)
26. Nothing gets between the very devout and us (5)
27. You don't see anything of this kind of export (9)
28. This gets around! (5)
29. One of the things you need (9)

DOWN

2. Sweetheart of the breakfast table (5)
3. The one with cranberry jelly? (9)
4. One kind of emotion from green vying with pink (4)
5. They never have that sere and yellow look (9, 6)
7. Pretty dim (5)
8. Mule in car could have something to do with figures (9)
11. The animal is a bit of a bounder! (5)
15. The work of a dunderhead (9)
17. Expert with a saving grace (9)
18. It's terrific the way Britain is described (5)
22. Things being this, there is no preponderance either way (5)
24. It comes, in a way, after your ABC on the river (5)
25. Chesterton advised against anyone letting water into it (4)

SOLUTION 30

Across: 1, Retract; 5, Bondage; 9, Skiff; 10, Riot squad; 11, Idealists; 12, Alter; 13, Epoch; 15, Overgrand; 18, Reference; 19, Abate; 21, Moral; 22, Angel cake; 25, Adornment; 26, Niche; 27, Transit; 28, Content.

Down: 1, Restive; 2, Tailed off; 3, Awful; 4, Turns down; 5, Boobs; 6, Nostalgia; 7, Adult; 8, Endured; 14, Hard lines; 16, Energetic; 17, Avalanche; 18, Rampart; 20, Everest; 22, Rhoda; 23, Agent; 24, Linen.

Winner of Crossword No. 30 was Mr. C. R. Moss, of R.N. Hospital, Stonehouse, Plymouth.

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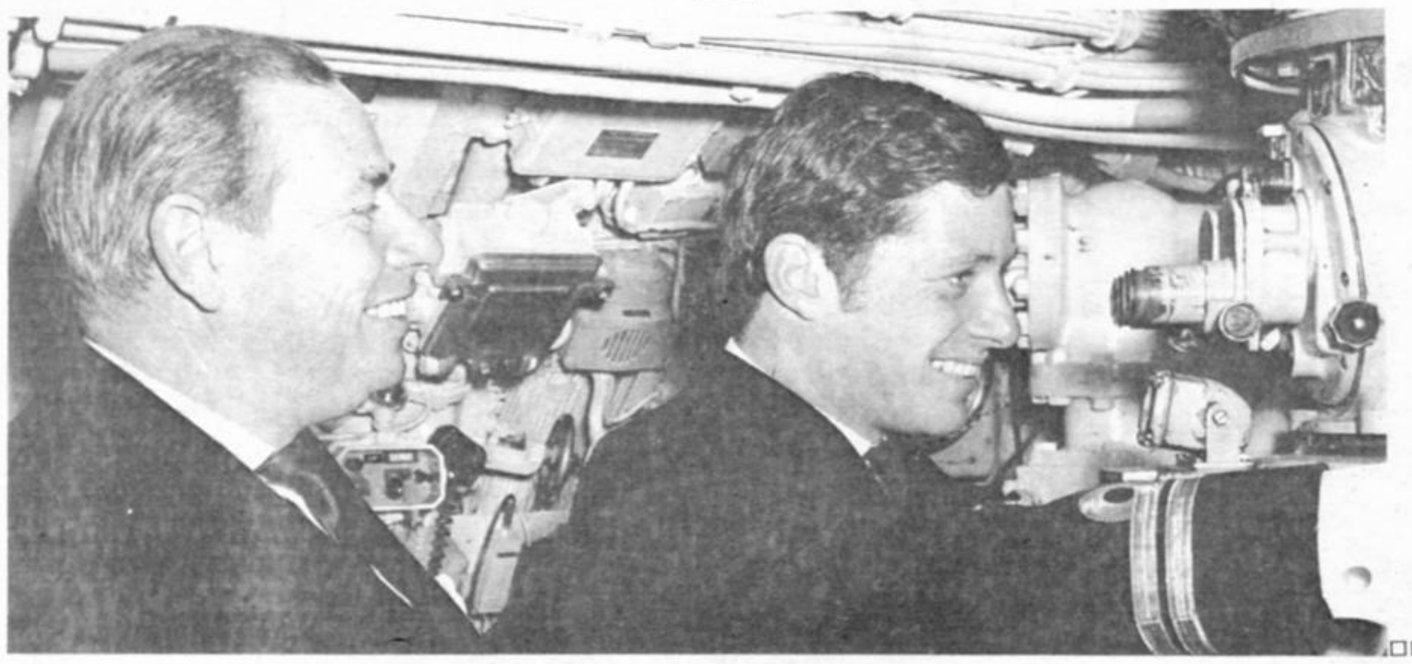
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Senior `partner´ ends family link

NAVY NEWS DIARY



A new appointment for Capt. Stanley Clayden, until recently captain of the First Submarine Squadron, has split up the Submarine Service's only father-and-son officer "partnership."

Capt. Clayden — pictured here with his son, Lieut. John Clayden, who is serving in the Polaris submarine H.M.S. Renown — has left H.M.S. Dolphin, Gosport, and goes this month to Singapore as a commodore.

In November he takes up the appointment of ANZUK Naval Component Commander.

John's first appointment in the Navy was to the guided missile destroyer H.M.S. London. He gained a B.Sc. degree at the Royal Naval Engineering College, Manadon, and then joined H.M.S. Dolphin in July, 1969, under the command of his father. He joined the Renown in January this year.

Capt. Clayden joined the Submarine Service early in 1942, serving in the H44 and in H.M.S. Unruly, mostly in the Mediterrean, where he was awarded the Distinguished Service Cross.

Before being appointed to Dolphin he was executive officer of H.M.S. Ariel (now the Fleet Air Arm base of H.M.S. Daedalus, Lee-on-Solent) and then British Defence Naval and Military Attache in the Netherlands.

'Los Regulatos'



The Bard would turn in his grave if he could see — and hear — what his namesake at H.M.S. Osprey is doing!

The Regulating Staff Mess there has always had a name for being able to produce the music, but this proud boast was in danger with the imminent departure from the Service of MAA Bob Gooding. The best the mess could muster was MAA Bill Shakespeare — with his mouth organ.

A mess meeting decided to send Bill on a crash course in guitar playing, and to modify his mouth organ technique to meet the demands of the electronic age.

And so the problem was solved. At Bob's farewell run the mess introduced — for one night only — a double act, and now Bill is going it alone.

Picture: Osprey Chief Photographer Charles H. Thompson.

Bulwark personality poll picks the 'Liver birds'

Among the many attractive "Liver birds" who visited H.M.S. Bulwark when she paid her first visit to Liverpool in July, were actresses Nerys Hughes and Polly James, who play "the Liver Birds" in the TV series.

The girls topped a poll conducted among the ship's company to find the most popular personality — and no one complained when the result provided such a delightful double helping!

The envied task of entertaining Nerys and Polly fell to the Air Department, who spared no effort to make the girls' visit as memorable for them as it was for the sailors.

At least 11,000 people visited the Bulwark during her five-day stay in Liverpool.

And with a ship's company dance and several clubs organizing special evenings for Bulwark sailors, the residents of "the Pool" were made well aware of the Navy's presence!



"Liver birds" Polly James (left) and Nerys Hughes look happy to be on board the Bulwark with a group of — equally happy — admirers.

Guide dog gift

On arrival in Liverpool, the Bulwark's commanding officer, Cdr. Michael Parry, presented a cheque for £420 to the North-West Area Organizer of the Guide Dogs for the Blind Association.

The money had been raised mainly by the efforts of RPO Roy Servais, LMEM William Gibson, AB Mick O'Shea and PO Mick Palmer. Fund-raising activities included a sponsored swim (£175) and an attempt on the world potato crisp eating record

The cash will pay for the training of one dog — to be called "Bulwark" — and go a long way towards providing another.

Sister Sharon pops in

CPO Trevor Poultney, chief cook at Flag Officer Medway's house at Chatham, whipped up a quick omelette when he had a surprise visit from his sister Sharon, a 17-year-old Wren, who was training as a writer at nearby H.M.S. Pembroke. Trevor and his wife, Mary, and young son, live in Leicester. Sharon lives with her mother in a village a few miles away.



ABDIEL IN OILS

When Hartlepool's adopted ship, H.M.S. Abdiel next calls at the port the ship's company will see a picture of the minelayer, painted in oils by the 70-year-old father of Mrs. M. Bate, of West View, Hartlepool.

"My father, like me, is interested in ships, and I hope the crew will like his painting," says Mrs. Bate.

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'They are going to cut off her electricity. There are four young children, one of them only three months old. What will she do?'

The bills which twist charity's arm

Royal Naval Benevolent Trust officers, with long experience of the type of case quoted above, know exactly what she will do — either telephone R.N.B.T. immediately or get her husband to do so — and see if they will settle the outstanding bill.

The compassionate heart of charity is placed in a dilemma. It is quite obvious that the family have ample income (normally not less than £28 and more often in the region of £35 to £50), and that the circumstances have arisen through mismanagement, followed by a refusal to give up beer, cigs, and nights out.

Yet the immediate position is that very young children, especially in winter time, may suffer hardship. Charity's arm is twisted.

But the writing is now on the wall for the few who may continue to believe that their chums, through support of the R.N.B.T., are going to pay their electricity bills for them.

The R.N.B.T. must either harden its heart, or hand out other people's money, given for charity, and used in cases which could not possibly justify the description of "relieving distress" — not real distress.

Criticism

Not many families are involved — only a couple of dozen or so, for instance, among the thousands in the Portsmouth area — but the lack of large numbers would not prevent the R.N.B.T. laying itself open to bitter criticism if the committees "go soft" in dealing with the problem.

For instance, a girl with a young baby gets panicky because the electricity supply is threatened. Her husband is in detention quarters.

Making inquiries on the married quarters estate, a representative of a voluntary agency is recognized and immediately approached by two more families with "Can you pay our electricity bills too?"

Where do you stop? The only sensible answer to that question is, "Right at the start."

Sympathy

This is not to say that the R.N.B.T. is lacking in sympathy for the "electricity bill" families.

Many of them come from homes where they had slot meters, and are accustomed to living on a weekly basis. They might have coloured TV and deep freeze, but such luxuries as these represent weekly bills and a few pounds. That is acceptable.

When a quarterly bill of £30 or even £50 comes in they are floored, but they get some priorities "right." If there is also a £50 bill for the car, well of course the car bill has to be paid.

Very few families appear to put by weekly amounts to pay the quarterly accounts. Quite a lot operate a masterly personal fiddle of robbing Peter to pay Paul all the way. And some of them get very good at it!

Perhaps the Service authorities could introduce some deductions method to help families with bills of a size they are not accustomed to face. Most civilian families face central heating costs by monthly deductions from their bank accounts.



Picture: PO Dave Morris

A point also to be borne in mind is that Electricity Boards are most co-operative with "instalment" offers where there is a genuine attempt to get clear.

The R.N.B.T. may well have ideas and helpful suggestions along these lines, but in matters of policy can only operate on facts as they are.

And the facts are plain enough. Unless there are special circumstances of distress amounting to family calamity — pay your own electricity bills

NOTE: ***Navy News in the October edition will be giving some hints on "painless" methods of meeting electricity central heating bills, and on ideas for keeping down the costs.***

R.N.B.T.

A THOUSAND THANKS FOR EXTRA CASH

Supporters of the Royal Naval Benevolent Trust, whether privately or through the disposal of funds, may like to know of the gratitude of nearly a thousand members of the ageing ex-naval community throughout the land, who have been helped in meeting the soaring living costs.

In the last 12 months the index of retail prices has risen by the unprecedented amount of 10 per cent., causing the Trust (as reported in the June issue) to increase the annuity scales to £1 per week.

By so doing, the Trust has added another £20,000 to its annual expenditure.

Many letters have been received from the recipients. The following are just a few:

Widow of an ex-AB: "I thank you and the Committee for all you have done for me. I was very surprised and pleased."

Widow of an ex-PO: "I wish to thank you very much for the cheque. I do appreciate the extra 50p per week."

Widow of an ex-EA2: "So many thanks for your kindness to me in enclosing the extra money."

Among the grateful widows is Mrs. Gillespie, of Emsworth (Hants), whose father, brother, husband (he put in 41 years) and son all served in the Royal Navy.

In a recent interview, Mrs. Gillespie, referring to the increased annuity, said: "It provides a real little boost and helps me to keep up with the electricity fire costs for winter warmth."

HUNTING TROPHIES

Mrs. Gillespie's husband George was a gunnery instructor, and proficient in small arms, winning many Bisley prizes.

When serving in Ceylon he became friendly with the owner of a large estate and joined his shooting parties, sending home trophies of the hunt.

He was particularly proud of one leopard skin because of the circumstances in which he shot the animal, and it became one of his treasured possessions.

In 1965, Mrs. Gillespie was worried in case the skin would get the moths in, and through the agency of the R.N.B.T. she presented it for use as an apron for the bass drummer of the Commander-in-Chief's Royal Marines Band, Portsmouth.

● Mrs. Gillespie is seen admiring the care taken of her late husband's hunting trophy. With her is Band Sgt. J. A. Cooper.

ROYAL NAVAL BENEVOLENT TRUST

The President and Chairman of the Central and Local Committees invite you to attend their ANNUAL MEETINGS at:

CHATHAM: H.M.S. PEMBROKE ON WEDNESDAY, 8th SEPTEMBER at 1430
DEVONPORT: H.M.S. DRAKE ON THURSDAY, 23rd SEPTEMBER at 1430
PORTSMOUTH: ROYAL NAVAL BARRACKS, ON THURSDAY, 30th SEPTEMBER at 1430
CENTRAL COMMITTEE: CAXTON HALL, WESTMINSTER, LONDON, ON FRIDAY, 5th NOVEMBER at 1445
(followed by tea. R.S.V.P. to appropriate address below)


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30,000 FLOCK TO PORTLAND

Crowds flocked to Portland Navy Days on July 24 and 25, the total attendance — 30,621 — being the second highest for many years.

The helicopter cruiser H.M.S. Blake, six frigates and a submarine were open for inspection, as well as helicopters and much of the equipment used in the modern Navy.

★

Third place in the piano-smashing contest at Hull Show went to members of the Fleet Air Arm Recruiting Team — PO Bob Gregory, NA John Biss, and LNA Steve Bateman.

★

H.M.S. Lincoln, which recommissioned at Chatham on August 7, spent a week on post-refit trials and then returned to Chatham for Open Days on August 29 and 30.

Rothesay on right lines . . .

The forward petty officers' mess in H.M.S. Rothesay has been furnished to look like a railway carriage, fittings having been obtained from the B.R. "graveyard" at Clapham Junction.

Princess Anne celebrated her 21st birthday with a party on board the Royal Yacht Britannia at Portsmouth on August 2.

NAVY NEWS IN BRIEF

"It's a fix" was the joking yell aboard H.M.S. Dido when the ship's raffle for a Hillman Hunter GT was won by CPO Arthur Tuthill — the competition organizer! He collected the prize when the ship returned to U.K. after eight months in the Far East.

★

Members of the H.M.S. Zulu Royal Marines detachment are now proud possessors of Arab headdress presented to them after a fortnight exercising with the Trucial Oman Scouts.

★

H.M.S. Vidal, veteran of the Royal Navy's survey ships, arrived at Chatham on August 3 following its final voyage. She is "for disposal."

★

To mark five years of happy association between scientist and sailor, H.M.S. Penelope, A.U.W.E.'s trials ship since 1964, has been presented with the establishment crest.

After weapon training and a visit to Alderney, H.M.S. Cavalier returned to Chatham on August 27.

★

H.M.S. London passed through the Black Sea for a visit to the Turkish port of Samsun.

Sailors from H.M.S. Warspite helped to look after 25 handicapped children who visited Chatham Dockyard and H.M.S. Pembroke on July 29.

H.M.S. Russell is expected to sail to Gibraltar for refit on August 30.

JRO Bill Innes helped the commanding officer's wife, Mrs. D. R. W. Cowling, to cut the cake at the commissioning ceremony for H.M.S. Yarmouth at Rosyth.

IN THE SWIM . . .



"Another non-swimmer? This one thinks he can get away with walking along the bottom!"

All steamed up over those Yankee locos!



Members of the Ark Royal Railway Club celebrated American Independence Day with a visit to "Civil War Junction," a preservation scheme run by the American Railroad Equipment Association, at Hilliard, Florida.

The president of the company, Mr. A. E. LaSalle, greeted the visitors so warmly that two of them, OEM 1 Bailey and Steward Humble, hitchhiked the 60 miles from Mayport Naval Base to Hilliard the next day, to give a hand cleaning and polishing the old locos!

Sub. saves a squeaky 'swimmer'

Well, it was enough to bring any submariner up to the surface in a hurry. There, bobbing about ten miles off the west of Scotland was a large bear — not a real one, of course, but an inflatable toy!

Lieut.-Commander Michael Harris, commanding officer of the Oberon-class boat H.M.S. Osiris immediately set a rescue operation in motion and ordered a top priority signal to be sent.

It read: "Have stopped snorting and surfaced to rescue a large inflatable teddy bear. Bear comes from Taiwan. Bear well and squeaking heartily."

The toy was taken back to Faslane, the submarine base in the Firth of Clyde, to await collection by its owner.

HAPPY DAYS IN JAPAN

Recollections of unbounding goodwill and the friendliness of the Japanese people will long stay in the hearts and memories of the 6th Mine Countermeasures Squadron after their recent tour of Japan.

H.M. ships Maxton, Kirkliston, Bossington and Hubberston visited the ports of Komatsushima, Takamatsu, Kure, Shimonoseki and Sasebo, but unfortunately not altogether at the same time.

The tour gave the opportunity to break from the confines of Hong Kong waters and to stretch sea legs. Forward support and continuity through the tour was provided by RFA Gold Ranger, "on loan" to 6th M.C.M. from Singapore.

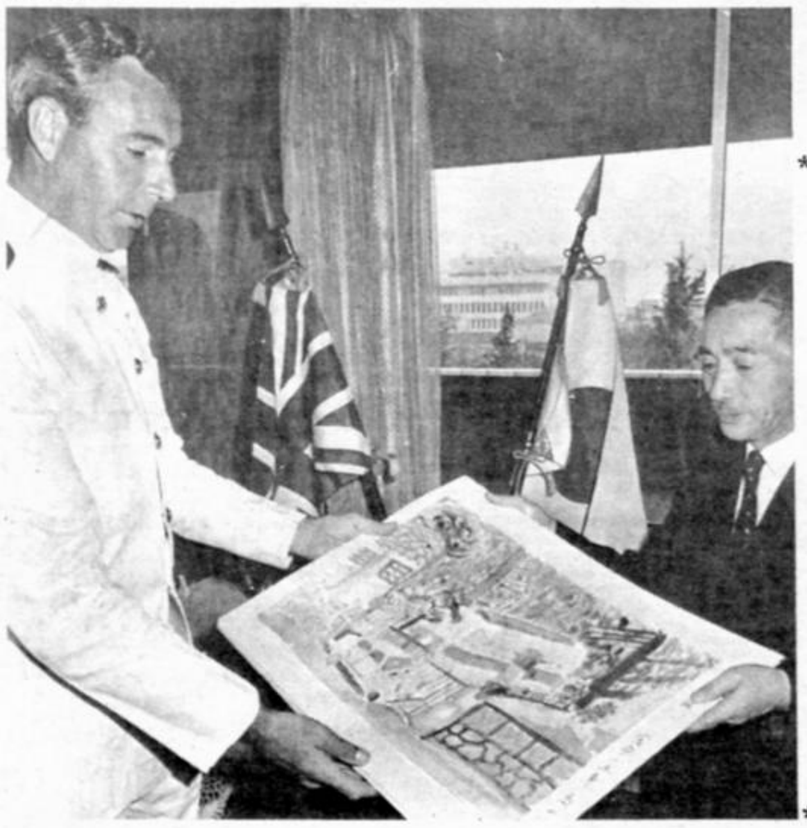
Colourful welcoming ceremonies with brass bands, flowers and exchanges of gifts, established the initial bonds of communication, maintained by returning the hospitality with official receptions, days at sea for school children, parties for the physically handicapped and orphans, and open days.

The ships' companies took full advantage of the hospitality offered in all ports, but the favourite city was undoubtedly Komatsushima, a minor port on the island of Shikoku, where many people remembered the goodwill visit of H.M.S. Leander in 1969.

MANOEUVRES

It was here that the Kirkliston was inundated by 9,000 visitors in three days, and the commanding officer (Lieut.-Cdr. Robinson) and two other officers addressed a gathering at Tokoshima University.

From Kure, H.M.S. Maxton and H.M.S. Bossington gave a demonstration to the Japanese Maritime Self-Defence Force, and later joined some of the Japanese ships in manoeuvres.



From Kure, with love . . .

Paintings and sketches by elementary school pupils in Kure, Japan, are on their way to schools in Portsmouth, England. They were presented by Mayor Yoshito Okuhara of Kure City to Cdr. J. F. Glennie, commanding officer of H.M.S. Maxton during a tour of Japan.

Handing over the 44 pictures, the Mayor said: "Kure was once a thriving naval port and has much in common with Portsmouth, so we would like to give these to the children of your city as a token of our goodwill and friendship."

MORE LETTERS TO THE EDITOR

Memories of an old sea dog

On reading about a dog called Hasse (July edition) a few of the lads of H.M.S. Chawton will have revived fond memories.

I commissioned H.M.S. Chawton in November, 1967, at Gibraltar after a long refit, and we were due back in the Gulf in December.

One of the barmaids in Cabin Bar (which all the Chawton's crew will remember) had to leave Gib. and she was was worried about her dog, which she could not take with her.

One night R01(G) Dingle Foot and EMI Jock Nixon smuggled him on board while we were in dry dock.

Of course the captain (Lieut. Cdr. White) found out about it, as Hasse was noisy, but he let us keep him. Myself, being the postman, I used to take him for his daily walk (run).

When we sailed for the Gulf, H.M.S. Burnaston was in company, and Hasse's firm friend was Burnie's dog "Flakers."

NOISY WATCHDOG

Serving in my ship is Lieut. Gardner, who was also well acquainted with Hasse. He confirms that Hasse was well adapted to seagoing, and had a bunk of his own, which he guarded jealously.

A noisy watchdog, one of his best efforts was to prevent the First Lieutenant, who was dressed in drag for a fancy dress party, from boarding the ship.

When the ship left the Gulf in March 1969, Hasse came with us, and in the April was transferred to H.M.S. Gavinton at Simonstown, along with his Service documents. He was at that time recommended for Leading Dog.

He was a fine ship's dog, and we are very sorry to hear of his death.

LRO Clapton

H.M.S. Albion.

Hasse was originally owned by "Uta," a German barmaid in the Timber Tavern in Gibraltar. When she returned to Germany, Hasse entered the Navy aboard H.M.S. Chawton, being drafted a couple of years later to H.M.S. Gavinton.

I was a member of the Chawton's ship's company when we got him in 1967.

A.B. Walker.

H.M.S. Ark Royal.

Other letters in page 6

Out of Sight Out of Mind



This man, and thousands like him, is alone and helpless. He cannot even cope with the routine problems of life. His mind was shattered by horrifying experiences in the service of his country. It could have happened anywhere between Dunkirk and Belfast. At any time. Please help us to help the tens of thousands of ex-service men and women whose lives have become unbroken nightmares.
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99-and still blowing strong...



When you're on the threshold of your 100th year, like Mr. Albert Jones pictured here, you will no doubt welcome some assistance in blowing out the candles on the birthday cake — even if there are nowhere near one for each year!

Helping Albert, a chief engine room artificer when he retired from the Navy, are MEA Pete Allum (20) on the left, and MEM Les Cooper (21) both currently serving in H.M.S. Fife.

Not that Albert is short of breath. He is an active and cheerful 99-year-old, living at the Emsworth Old People's Home, near Portsmouth. He was presented with a cake and a ship's crest at a party given in his honour at the home.

JOINED AT 15

Vying with Albert for the title of the Royal Navy's senior pensioner is Mr. Frederick Smith, of Southsea, who has been drawing his pension for 57 years.

Frederick (97) was only 15 when he joined the Navy. Lord Nelson's old flagship, H.M.S. Victory — then afloat in Portsmouth Harbour — was his first ship.

He became a Naval pensioner in 1914, but served throughout the war, drawing both pay and pension, and was finally demobilized in 1919.

SUB. SURVIVORS

Another "oldest" claim concerns Lieut. A. E. Ribbans, R.N. retd., of Denmead, near Portsmouth, and Mr. Ernest Williams, of Portchester.

Mr. Williams — who was 90 last month — was thought to be the oldest surviving submariner, but his claim was topped by Mr. Ribbans, who was 90 in May and joined the Navy in 1900, volunteering for submarine service in 1904.

A message from the president

The new president of the Royal Naval Association, Rear-Admiral Thomas Vallack Briggs, was introduced to the National Council by Admiral Sir Charles Madden at its meeting on August 7.

Rear-Admiral Briggs sends the following message to all members:

"I am honoured to become your president. You must all be very proud of the great work that the Association is doing in bringing together in comradeship those who have served, or who are now serving, in the Naval Forces, and those who are interested in furthering the ideals, comradeship and mutual support which are written into our Royal Charter.

"It is very gratifying to see the increasing number of members and branches and I send my best wishes for all future success and prosperity.

"My wife and I look forward with pleasure to meeting you at various R.N.A. functions."

No cause for alarm at Newton Abbot!

"Fire!" Just that one word would have dampened the spirits at Newton Abbot's social evening, when local firemen were entertained by the branch. Fortunately, there was no such call and the evening passed pleasantly!

REUNIONS

Memories of the Grand Fleet will come flooding back to members of the Royal Naval Telegraphists (1918) Association at their 40th annual meeting and dinner on Saturday, September 25.

To celebrate this special occasion, the Admiralty Film Unit is laying on a show with film — both English and German — of the Battle of Jutland. There will also be a film about the Royal Navy of today, including Polaris submarine training and manoeuvres.

The show, in the cinema room of H.M.S. Chrysanthemum, King's Reach, London, starts promptly at 17.00. The meeting and the dinner will also be held in the Chrysanthemum and further details can be obtained from Mr. A. Hoare (secretary), 152, Wellmeadow Road, Catford, London, S.E.6.

There will be a reunion of past and present members of the Physical Training Branch at Portland on Saturday, November 27. Further details can be obtained from Lieut. D. S. Elliott, Staff PT Office, H.M.S. Osprey, Portland, Dorset.

The 14th reunion "dinner" (to keep costs down this year it will be in the form of a buffet) of past and present Royal Yachtsmen will be held at the Centre Hotel, Portsmouth, on Saturday, September 18 (19.00). Tickets at £1.40 from FCMEA(P) Clear, H.M. Yacht Britannia.

Members of the R.N. Communication Chiefs' Association will be holding their annual reunion in the CPOs' Mess, H.M.S. Mercury, on Saturday, September 11. Membership is open to all serving and retired chief communicators and applications for details of membership should go to the Association Secretary, Training Records Office, H.M.S. Mercury, Leydene, Petersfield, Hants, as soon as possible.

Antrim has the edge on the 'good old days'

Life in the modern Navy is as good as it was in the old days — and in some respects it's even better! That was the view of **Portsmouth** branch members after a visit to H.M.S. Antrim.

"Accommodation, meals and other facilities for the ship's company are very much better than we had," says the secretary, Shipmate A. Chatfield.

The party of 30 shipmates and their wives were most impressed by the Antrim, and spent a wonderful afternoon on board. There were many, who given the opportunity, would have signed on again then and there!

The ship's company of the Antrim, and their wives, have been invited to a return social evening at the branch headquarters in the Victory Sports Stadium, Pitt Street.

The headquarters, with its excellent bar and facilities for dancing and eating, is available to any ship's company, ashore or afloat, for an evening get-together, says Shipmate Chatfield.

BRANCH NEWS

Beer

The visit of the Social Club, R.M. Police, Devonport Dockyard, was a huge success and members of the Beer branch are now looking forward to visiting Devonport in the near future.

Ipswich

The Ipswich branch was invited to tea at Henham Hall, the home of the Earl of Stradbrook, the Lord Lieutenant of Suffolk and the branch president.

About 40 members and wives enjoyed a coach tour of the estate — conducted by the Earl himself — and tea on the lawns, for which they were joined by Admiral Sir Walter Cruchman (No. 5 Area president) and Capt. Murphy, president of the Aldeburgh branch.

On another occasion, some members made the short trip to Shotley to see the Manning of the Mast ceremony at H.M.S. Ganges and afterwards they were entertained in the CPOs' Mess.

When H.M.S. Ganges received the Freedom of the Borough of Ipswich, the shipmates were official guests of honour and later repaid some of the Ganges hospitality by falling in, with bottle openers at the ready, to serve the parched throats of the men in the parade!

Coventry too . . .

Also in July, 42 members of the Coventry branch enjoyed a 13-day Mediterranean cruise, calling at Gibraltar, Athens, Palma, Majorca and Elba. Shipmates Robert Tyler (president), Eric Bull (chairman) and Tom Day were mainly responsible for organizing the holiday.

The branch has some 400 full and associate members and 150 honorary members. Their recently-built clubhouse, one of the biggest in the Midlands, offers excellent facilities and new members are always welcome.

At last, the R.N.A. cruise gets under way

After three years of delays and disappointments, the idea of an R.N.A. cruise became a reality on July 31 when 60 shipmates, wives and friends flew from Luton airport to Marseilles to join the Queen Frederica.

Their cruise took them to Ajaccio, Naples, Messina, Malta and Bizerta, and back to Marseilles for the flight home.

Shipmate Ted Smith, who was No. 6 Area secretary when the first project was abandoned, organized the trip. Now a member of the National Council, he commented: "It has not been easy, but with shipmates coming from all over England, Scotland and Northern Ireland, it shows that it is possible to organize this sort of thing on a national scale.

"I hope that the party will spread the news of their adventure and thus raise enough enthusiasm for future ventures to be attempted, and so further develop the comradeship of the Association."

Calling old shipmates

Mr. L. V. Bedford, Terschelling, Goring Road, Staines, would be pleased to hear from anyone who served in the First World War destroyers **Lochinvar, Sturgeon** or **Tetrarch.**

W. C. Ashby, Forge Cottage, Lockerley, Romsey, Hants, would like to hear from readers who served with him in **H.M.S. Tourmaline** which he commissioned in December, 1919.

Mrs. C. Ross (ex-Wren Christine Andrews, 123025) of 41, Ranksborough Hall Caravan Park, Langham, Nr. Oakham, Rutland, would like to get in touch with any Wrens or ex-Wrens who remember her. She joined Warspite 208 squad at Dauntless on June 28, 1966. Served in Dryad 1966 to 1968, taking part in Dryad's winning drama festival play "Alice on a trip." Served in R.N.A.S. Lossiemouth from September, 1968, until she left the Service on marriage in August, 1969.

Mr. W. J. Roper, c/o GPO SO, Slough, Bucks, a member of the **H.M.S. Ledbury** crew which assisted the Ohio to Grand Harbour, Malta, following "Convoy Pedestal" would be glad to receive information regarding a reunion and would be pleased to hear from old shipmates.

Mr. C. Brayley, H.M. Coastguard, Ilfracombe, Devon, is anxious to hear from any survivors of **H.M.S. Electra.**

BOX OF MEMORIES

The box which captured the attention of men doing a spot of tidying up in the baggage room of the CPOs' Mess gave every indication that its contents — whatever they were — had not seen the light of day for some considerable time.

The act of opening it revealed such items as a pair of below-knee-length white shorts and a pair of Arctic "long johns."

But also hidden in the box at R.N. Barracks, Portsmouth, was a 31-year-old station card for the barracks and a leave ticket which indicated that their original owner, a Scotsman, had served in early 1940, in the ill-fated battle cruiser H.M.S. Hood.

It was therefore decided to keep the documents in case the owner, or any relative of ERA Robert Robertson, of Muirton, Perth (P/MX 60182) might wish to claim them from CPO CK(S) J. Topsfield, Mess Manager, CPOs' Mess, R.N. Barracks, Portsmouth.

The Hood was blown up during the Bismarck chase in 1941.

The Irving Chapman Memorial Award

The memory of a man who devoted his life to the Submarine Service and its Old Comrades' Association is being perpetuated through an award which, appropriately, will help to encourage young submariners in training.

After a long and honourable career in the Submarine Service, Mr. Irving Chapman helped to found the Portsmouth branch of the Submarine Old Comrades' Association.

He served the Association as secretary / treasurer from 1930 until 1966 and retained his interest in the branch until his death in July last year.

In recognition of his splendid record of service, the Portsmouth branch has instituted the Irving Chapman Memorial Award, to be presented annually to the junior rating nominated as the best submarine trainee of the year at H.M.S. Dolphin, Gosport.

An inscribed silver tankard and a citation will be his to keep, and the first will be presented at the branch's annual dinner at Gosport on October 2.

Headquarters report

A select committee has been set up to look into the whole question of the administration of R.N.A. Clubs, reports **ENCEEM.**

The committee consists of the chairman, vice-chairman, hon. treasurer, hon. solicitor, auditor and general secretary. No recommendations can be expected until the end of the year.

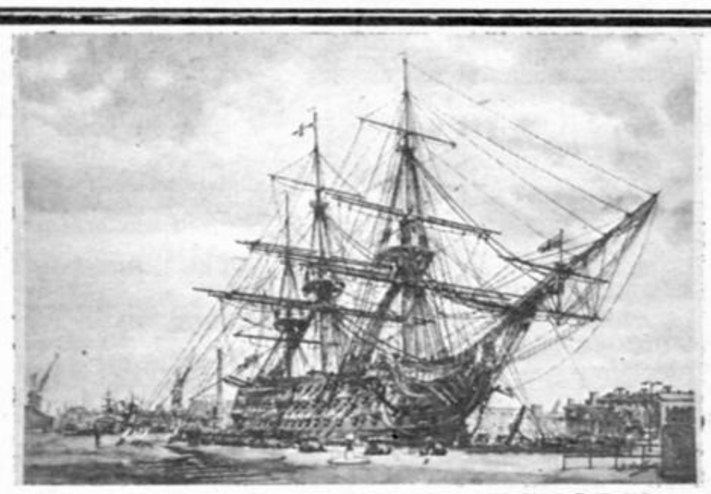
In the interests of better administration it has been decided to investigate the possibility of forming a "Welsh Area" from those branches within the boundaries of the Principality.

This would mean the movement of some branches in Areas 4, 7, and 10 and their agreement would be sought before such changes could be made.

Commencing in 1972 Headquarters will be closed for three weeks for staff holidays. Arrangements will be made to deal with urgent matters during this period.

A study of the agenda for annual conference shows that there are 22 motions down for debate.

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MORE R.N.A. NEWS

'Dead'—he came back on pay day!

When the 20th Destroyer Flotilla ran into a minefield 40 miles N.W. of Texel on the night of August 31/September 1, 1940, my ship, the Express was badly damaged, the forepart being crushed back as far as the bridge. I was reported dead, but then came back to claim my pay!

The Esk and the Ivanhoe were sunk.

The old Express was a very happy ship indeed, with a great skipper and a grand Jimmy, and I have often wondered what happened to the survivors, particularly Lieut.-Cdr. Maitland McGill Crighton (sic), LS Johnny Mountain, D.S.M., LS "Knocker" White and the "Bunting tosser," Bertie Crow. I would like to hear from them.

J. Yeoman
(ex-SBA)

39, Larkhill Cottage,
Old Lanho,
nr. Blackburn, Lancs.

(The Express was repaired, being transferred to the Royal Canadian Navy as H.M.C.S. Gatineau. She was scrapped in 1955. With the Express on the night of the disaster were, in addition to the Esk and the Ivanhoe, the Intrepid, Icarus and Impulsive. H.M.S. Intrepid was sunk in Leros harbour by German aircraft on September 26, 1943. The Icarus and the Impulsive were broken up after the war. — Editor.)

Bangor beats band poser

The sudden arrival at Bangor of the Band of the Royal Marines from Lee-on-Solent posed a problem of accommodation, but this was soon overcome by the Bangor branch members who arranged for the 30 men to stay at R.N.A. headquarters.

In Ulster for the air pageant at R.N.A.S. Sydenham, the bandsmen were entertained to tea by the branch ladies.

The branch members involved included Shipmates P. S. Davison (chairman), E. Smith, A. Braund, S. Alexander, D. Denham, B. Keith and J. McCoubrie.

Remembrance Day details

The Remembrance Day parade and service at the Cenotaph in Whitehall will take place on Sunday, November 14. It is hoped that members will turn out in force on this occasion.

They should report to the R.N.A. column commander on Horse Guards Parade not later than 1030.

The Garden of Remembrance will be opened at noon on Thursday, November 11. It will be greatly appreciated if members will support the R.N.A. plot.

A short service of dedication will be conducted by a Naval chaplain immediately after the garden has been officially opened, and all members are invited to take part.

—ENCEEM

Boat of thanks



H.M.S. Danae's commanding officer (Capt. R. S. McCrum) inspects a model yacht presented to him by the headman of Leung Shuen Wan village to thank the ship's company for installing an electrical supply in the village.

THE BRIGHT LIFE—DANAE STYLE

A village without electricity, a film unit without a setting and 20 tough, talented and photogenic men from H.M.S. Danae made a successful combination during the frigate's five-week stay alongside in Hong Kong.

For two-and-a-half weeks a party from the ship camped on High Island in the New Territories and installed an electrical supply system in the village of Leung Shuen Wan.

The island, although only a few miles from the centre of Hong Kong, is a two-hour boat trip away, and the ship's Wasp helicopter — Percy — soon became a friendly sight to the Chinese villagers as it brought more electric cable and light bulbs, as well as food for the working lads.

The electrification project involved installation of two separate generators to serve the school, fishermen's temple and 25 houses.

The installation went smoothly. However, Percy did not measure up to lifting the heavy generating plant, but the R.A.F. Whirlwinds seemed pleased to help and did a good job, lowering the machinery in the most difficult of places.

"CHARACTERS"

There were plenty of "characters" in the story — Dundee (on leave from his Chinese restaurant in Scotland), Laughing Boy, Mad Louis, Aunt Ethel and King Kong — nicknames given to friends among the villagers. And there was Gran, a dear old Chinese lady who taught the sailors how to mix cement and inspected their work.

A source of amazement to the villagers was the apparent ability to produce helicopters at the drop of a hat, and in fact at one stage there was a tri-Service gathering of helos in front of the village temple.

Apart from Percy's daily flight, they brought visitors and a film crew who were making a new public relations film on aspects of the Royal Navy at work around the world.

For the switch-on H.M.S. Danae travelled up through the islands and local officials arrived by boat, and they were welcomed by Dragon dancers. The frigate's commanding officer (Capt. R. S. McCrum) pulled the switch to complete the ceremony.

Danny's run ends – at 65



After a "good run in the Navy" — his own words — CERA Danny Baker left H.M.S. Sultan, the Marine Engineering School at Gosport, on July 30, and became a "senior citizen" next day, his 65th birthday.

CERA Baker, pictured here, spent 32 years in the Royal Navy — 22 of them at sea — joining in 1938 when he was 32. He was twice mentioned in dispatches in the Second World War and was awarded the B.E.M. in 1954.

Before 1938 he served for a number of years as an engineer in tugs in the Mediterranean.

Although it is not exceptional for a rating to complete 32 years in the Service, it is thought that CPO Baker is the only man to have served, in uniform, until 65.

Lowestoft's 'morning after' arrival

After relieving H.M.S. Londonderry in the West Indies, H.M.S. Lowestoft started her first Bahamas patrol, calling at Freeport, Nassau and Key West.

The Nassau visit was memorable as the ship arrived on July 5 — the "morning after" for most Americans, as well as being the day on which the Bahamas celebrated the Queen's birthday. Entering harbour, the frigate fired a 21-gun salute.

That evening the commanding officer (Cdr. D. H. Morse), officers and 48 members of the ship's company attended a reception at Government House at the invitation of the Governor.

During the patrol the Lowestoft found time to fit in two banyans on, as one member of the ship's company put it, "uninhibited islands."

At the end of the patrol the frigate arrived in Roosevelt Roads to find none other than H.M.S. Ark Royal. The frigate's air inspection was made by officers from the Ark and then the Lowestoft carried out weapon training.

This was relieved by a week-end in San Juan, Puerto Rico before sailing to Anguilla for an "overnight stop."

Londonderry's sweet thought



Toys and food . . . possibly the most important things in life from a child's point of view. So when an iced cake appears in the shape of a model ship, it just cannot fail to score a hit!

This was certainly the case when Cdr. T. D. A. Thompson, commanding officer of the frigate H.M.S. Londonderry, visited the children's ward of the Lord Mayor Treloar Hospital at Alton.

He took with him a cake, a model of the Londonderry, made by the wife of Able Seaman Patrick, a member of the ship's company.

Cdr. Thompson also handed over 40 children's books, presented by a senior executive of Walt Disney Productions, when he visited Portsmouth recently.

A picture — and a cake — with a nautical flavour. OS Steve Mounsey (18) makes friends with five-year-old Johnny, a spina bifida patient at the Lord Mayor Treloar Hospital, Alton.

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Supplier	£25·85	£32·23
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Clerk Supply	£27·65	£34·03
Dental Assistant	£25·85	£32·23
Dental Technician	£31·20	£37·58
Draughtsman Engineer	£33·88	£40·26
Education Assistant	£30·32	£36·70
Electrical Fitter	£29·44	£35·82
Electroplater	£29·44	£35·82
Engine Fitter	£29·44	£35·82
Fitter and Turner	£29·44	£35·82
Instrument Fitter	£31·20	£37·58
Metal Machinist	£29·44	£35·82
Musician	£32·12	£38·50
Photographer	£33·00	£39·38
Steward	£22·45	£28·83
Supplier	£25·85	£32·23
Surface Finisher	£26·76	£33·14
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INTERVIEWS ARRANGED LOCALLY

SABRE GETS THE BUG



Hoisted aloft on board H.M.S. Sabre, of the 1st Fast Training Boat Squadron, is popular Scots singer Moira Anderson.

Supplying the lifting power are OEM Mike Cragg and PO Mike Nethercott.

The Sabre, which is commanded by Lieut. N. Westberg, has been "adopted" by the Reliant Motor Company, on behalf of whom Miss Anderson handed over a Bond Bug car to the ship's company on permanent loan.

And she completed the ceremony at Portland in style by breaking a bottle of champagne over the back axle to name it "H.M.S. Bug."

Photo: Osprey Chief Photographer Charles H. Thompson.

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BLIND GIRL IS 'ADOPTED'

A collection made at H.M.S. Daedalus air day raised £70 — enough to pay for the education and well-being of a six-year-old blind girl from Penang, West Malaysia, for the next three years.

The girl "adopted" on behalf of the Lee-on-Solent establishment is Jusmeh bte Basrin, who last year was taken to a school for the blind at Penang.

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TOUCHING TRIBUTE TO NAVY AID

Since leaving Cape Town in March, H.M.S. Scylla has steamed some 23,000 miles and visited Gan, Singapore, Port Swettenham, Bunbury, Fremantle, Hong Kong and Ito (Japan).

The Western Australian visit proved one of the highlights of the frigate's Far East spell so far and the hospitality of Bunbury exceeded all expectations — to such an extent that one young lady came down to the ship to invite any sailor ashore, but found only the duty watch left on board. She was shown round the ship by the duty officer instead.

A heart-warming event occurred during a call on the master of the motor vessel Beechbank, the only British ship found in harbour. On arrival on board, the entire East Pakistani crew of 35 had mustered voluntarily "to greet the Queen's officer." The master explained that the men were aware of the help given by British ships during last year's cyclone disaster and this was one small way they could show their gratitude.

It was a touching and unexpected gesture late at night in a small Australian port far from their home.

Whaler's outing

On the way to Fremantle the Scylla's whaler was dropped 45 miles out to find its own way there. It was skippered by experienced yachtsman LS J. Ledwith and his crew were AB Clark, MEM Bucknall and RO Knapman.

The whaler arrived in Fremantle next morning only three hours after the frigate, and the crew then took it up the Swan river to Perth and beyond for five days sailing and camping.

Other activities included country pursuits such as horse riding.

For the Western Australian visit the Scylla, commanded by Capt. M. A. Higgs, Captain DI FE, was accompanied by H.M.S. Argonaut, which went to Albany before joining her in Fremantle.

The Scylla had a pleasant stay in Hong Kong — except for the two days which had to be spent at sea to avoid Typhoon Lucy. This was heading straight for the Colony but at the last moment veered away.



Following country pursuits in Western Australia as relaxation after a spell at sea is the Scylla "cavalry brigade," lined up after exercise (left to right): MEM Mitchell, CRS Hanson, MEM Plummer, POMEM Cottle, AB Lazarus, RO Wilkinson, AB Capenhurst, CEM Bray, and AB Robson

Ashanti entertains 400,000 breakfast 'guests'

One of the longest live radio broadcasts from one warship since the long lost days of the big Spithead Fleet Reviews was staged by the Tribal-class frigate H.M.S. Ashanti during her Meet the Navy tour of Britain.

The frigate's Supply Officer, Lieut. John Wenban, who doubles as Public Relations Officer, was responsible for a 2¾-hour live broadcast on B.B.C. Radio Teesside shortly after the ship arrived at Middlesbrough Dock, Teesside.

The radio station's 400,000 listeners were awakened at 0615 with a shrill bugle call from the Ashanti's upper deck and until 0900 were entertained with interviews, radio record requests — and even weather reports — from members of the ship's company.

Civilian Teessiders heard A.B. Nicholls and LS Waring calling the hands at 0645 and AB Nicholls' immaculate Reveille. Leading Cook Johnson described the progress of preparing breakfast for 253 officers and men, followed by the local weather forecast prepared and read by Lieut. Hamilton.

The Colours ceremony at 0800 was broadcast in detail — but what listeners made of the OOD's reply "Very good, make it so" is not known.

Members of the ship's company were interviewed from the frigate's sick bay, interspersed with record requests.

An interview with the commanding officer, Capt. H. B. Parker, was followed by the ship's "group" — AB Strong, RO Clark, AB Leonard and AB Stevenson.

And when the 2¾-hour marathon ended there was just time for a quick cigarette before the first school party arrived to tour the ship.

Landmark in R.N.B. transformation

When the Second Sea Lord (Vice-Admiral Sir Andrew Lewis) lays the foundation stone of the new Commodore's Block in the Royal Naval Barracks, Portsmouth, on September 23, the occasion will mark a significant point in the transformation of one of the best known establishments in the Service.

Already the modern chief and petty officers' block, completed in the 1950s, looks across at new junior accommodation blocks built in 1966.

But the hallowed parade ground in between has been torn up by mighty machines as the next big phase gets under way, the demolition of the old and construction of the new having to be so organized that the day-to-day task of the barracks may continue.

The difficulty of the operation may be judged by the fact that in this confined area of 20 acres there are 2,000 people.

"FAMILIES BLOCK"

Besides the new Commodore's Block in the current phase, there will be more accommodation buildings, as well as administrative offices and a "families block."

The latter, just inside the main gate, will house married quarters offices, Legal Aid, Family Welfare and associated departments.

The main gate will be redeveloped to provide separate in and out gates to ease traffic flow.

ANOTHER 'NUKE'

H.M.S. Swiftsure, the Royal Navy's eleventh nuclear-powered submarine, is to be launched at the Vickers yard, Barrow-in-Furness, on September 7. The naming will be by Lady Pollock, wife of the First Sea Lord.

Sheila's flying visit

Nearing completion of a solo round-the-world flight in a Piper Aztec light aircraft, famous airwoman Sheila Scott paused for an hour at Bahrain airport en route from Karachi to Athens.

While in Bahrain her aircraft was refuelled and serviced by a three-man team from the Naval Aircraft Servicing Unit.

In the picture Miss Scott is welcomed to Bahrain by Commodore Sir Peter Anson, Commander Naval Forces Gulf.



EXPED. TROPHY FOR LONDON

The Bulawayo Cup — the Fleet Exped. trophy — was won for the period ended in June by H.M.S. London.

The winning expedition took place in Morocco and followed an exciting circular route from Tangier, skirting the Sahara desert and crossing the Atlas Mountains.

Closing date for the next competition is December 31 and it is hoped that many more ships will take part and submit reports in time. Any type of exped. is acceptable, and the rules are contained in R.N. Exped. Training Handbook Appendix 7.

CLYDESIDE CEREMONY

Nine senior French naval officers were among a party of servicemen who flew to Scotland in July to take part in one of the biggest allied naval ceremonies to be held on Clydeside since the war.

They joined British, French and Belgian Navymen at a rededication ceremony to mark the 25th anniversary of the unveiling of the Free French war memorial at Greenock in 1946.

The French memorial, a huge stone anchor surmounted by the Cross of Lorraine, stands high above the town looking out over the famous wartime anchorage at the Tail of the Bank, on the Clyde estuary.

Built, paid for and erected by the officers and men who served during the war at the Free French naval base at Greenock, and on ships of the FNFL, the Clydeside monument is the principal French war memorial in Britain.

The Royal Navy was represented at the ceremony by Rear-Admiral W. T. C. Ridley, Admiral Superintendent, Rosyth; Commodore P. E. C. Berger, Commodore Clyde; and Cdr. B. J. Parish, Resident Naval Officer, Greenock.

A detachment from four ships of the French Navy's Ecole Navale, on a courtesy visit to Leith, were present; also about 50 officers and men from H.M.S. Onyx and H.M.S. Laymoor and the R.M. band of the Flag Officer, Scotland and Northern Ireland.

The FNFL (Free French Navy) came into being on the instructions of General de Gaulle less than six months after the fall of France and were granted their own naval base at Greenock.

The base reached peak activity in 1944, by which time there were 1,500 Frenchmen in Greenock (not all of them in the Navy), and 34 ships flying the Cross of Lorraine were operating from the Clyde — two-thirds of the entire Free French Navy.

An 'old lady' puts her feet up

Special sea dutymen at 0745 and leave from about 2000 each day — that has been much of the life of 28-year-old H.M.S. Undaunted over the past 2½ years.

The anti-submarine frigate, a familiar figure on the Portland scene, has "attacked" virtually every conventional submarine in service with the Royal Navy and many foreign submarines as well.

Now the "old lady" has earned a rest and after a total of more than half a million miles — enough to go to the moon and back — she is at Portsmouth for a "500,000-mile service" refit.

5,000 TARGET

Despite her mileage she still makes her 30 knots and some ship's company members claim that with a little nudge she might even cock a snook at H.M. ships Cavalier and Rapid some time.

In July the Undaunted fired 25 live mortars and 14 light projectiles, and had more than 300 helicopter landings. With 4,876 recorded so far, it should not take her long to top the 5,000 mark in the spring.

Among the 50 passengers carried recently was the official timekeeper (Plymouth) for the Fastnet Race and also an Australian team filming the event.

The Undaunted had a hectic time during the Fastnet — yacht spotting. The task proved more difficult than one might imagine, with a great number of yachts dotted about a lot of sea. Even so, she managed to find an average of 50 a day.

One yacht which seemed more elusive than some others was the Prime Minister's, Morning Cloud. The C-in-C Western Fleet was found on the last day.

Dundas enjoys Manchester

Following Captain D's inspection, H.M.S. Dundas enjoyed a four-day visit to Manchester, five police cadets from the city being embarked for the trip from Portland.

Invitations were received to the Lord Mayor's luncheon, to a brewery, and to Jodrell Bank, as well as to police, fire brigade and local R.N.A. social occasions. And there were free tickets to Belle Vue amusement park, the speedway, dances, golf and cricket.

On board a party was attended by 30 underprivileged children.

During the day the ship was open to the public nearly 9,000 visitors went on board in six hours. There were also organized visits for children, Sea Cadets and many others, which drew a further 1,000.

Fact finders of the Fleet

Making pressure guage shafts in gold-plated platinum running in jewel bearings sounds a certain way to decimate the Royal Navy's money-bags.

BUT. If a certain type of pressure gauge were constantly unserviceable, and the ship department in difficulty, and the ship's fighting capability seriously hampered, and the squadron were often similarly afflicted, and all because of a half-inch rod which wasn't man enough for the job, then it might well pay the Navy to have the rods made of moon-shot metal at a thousand pounds an ounce, and get the real benefit from millions of pounds worth of warships.

This is a fairy-tale kind of exaggeration of a situation which affects all mammoth organizations involved in the complexity of modern technology.

It **might** pay sometimes to use moon-shot metal at apparently fabulous cost, but only if the full real life cycle price of a particular item were properly understood.

Information of the utmost value is often available and quickly lost, or it is scattered about in records all over the place, when the proper method in this sophisticated age is programming in a computer.

Much work

Nobody is suggesting, of course, that an organization of Royal Navy size has just aroused from a Rip Van Winkle dream into the need for maintenance information. Much work is done in this field already, and much detail known, but there's nothing that can't be improved.

So when civvies with important-looking brief cases (or perhaps strange officers) arrive on board, and curiosity or prudence prompts an inquiry as to who they are, you may well be told that they are from SUIS.

No doubt you will reply, "I thought that trouble with Egypt was settled years ago."

"Not Suez, you idiot. SUIS," you will be told. "Ship Upkeep Information System."

They even have a tie.

"Now I'm with you," the cynics will be heard moaning. "There's another new department, and they will be wanting loads and loads more bumph. And all to get a blinding glimpse of the obvious that the Mk II Transmogrifyer is no damn good!"

Enthusiastic

But they will be wrong there, for a start. The men from SUIS are enthusiastic about their mission, and they can't "get off the ground" without the co-operation of the ships.

Knowing all about bumph, SUIS set about the job with a declared aim to cut down paper work.

For any piece of equipment, the initial cost, amount of spares, time unserviceable, time taken to repair, life before replacement, fuel consumed, effect on department/ship, and so on are vital for a "conversion table" to plain pounds and pence.

The object of SUIS is to start right at the beginning and capture the information as it is available throughout the running life.

About now the audience may be getting restless . . . "Yes, yes, we have heard a lot about keeping more and more records. How about that cutting down of paper work you mentioned?"

At present a fact has often to be reported several times, but with SUIS operating, only one report will have to be made to the new outfit, and anybody else who needs to know will not have to bother the ship.

That's one way of "streamlining," and then the report papers themselves will be simplified into facts which have to be ticked in little boxes alongside (e.g. I did go to the loo, I did not go to the loo, I did go to the loo but couldn't manage).

Useful aid

The reports for SUIS will be part of the ship's management system, and the ship will get distillations of its own data, thus providing a useful internal management aid.

Eventually, it should be possible for the Admiralty Board to know what a piece of equipment or a whole ship is going to cost, including spares and maintenance, for its whole life.

The SUIS idea started with a study team set up by the Admiralty Board in 1967, and two years later the Board decided they wanted such an information system.

The Ship Upkeep Information System was formally constituted, consisting of a staff of 27, including naval officers, civilian technical and administrative staff and nine computer programmers. There is a civilian head, and the Information Centre is presently sited in Gosport.

A science

Experiments have taken place in H.M.S. Zulu and H.M.S. Gurkha, and it is interesting and encouraging that both ships would like to continue using the new methods. Particular interest in the future will be focussed on Leanders, nuclear submarines and new construction, as the system is extended gradually throughout the Fleet.

An astonishing amount of Navy money (about 40 per cent.) goes on the upkeep of the Fleet, and it is easy to see that huge savings may be possible if SUIS leads to hard concentrations on areas where reliability must be improved.

IF of course, is the operative word. SUIS is not there to pass judgment on management, but to collect facts as they are. It is then up to management to make use of the information.

SUIS is turning information into a science suited to a scientific age.

AIM TO AID SHIP UPKEEP



'Guinea pig' Zulu . . . . . in the Gulf

One of the vessels in which experiments have taken place in connection with the Ship Upkeep Information System is H.M.S. Zulu, the frigate from which ships of the 9th M.C.M. Squadron are pictured here.

The occasion was a steam-past in the Gulf after an action-packed sea day, attended by a number of guests. These included the Ambassador to Oman (Mr. D. Hawley), the Commander British Forces Gulf (Maj.-Gen. R. C. Gibbs), who flew his flag in the Zulu alongside the broad pennant of the Commander Naval Forces Gulf (Commodore Sir Peter Anson), and the Acting Political Resident (Mr. Patrick Wright).

After the Zulu had rendezvoused with six ships of the 9th M.C.M. Squadron and a short SAR demonstration by her Wasp, the force was impressively "attacked" by Hunters from R.A.F. Muharraq, while the air was filled with the smoke of break-up shot from the MCMVs and the Zulu's radar - controlled guns locked on to their targets following every move.

Following a period of manoeuvres, the R.A.F. joined in again as a Shackleton and the Zulu Wasp dropped patterns of depth charges. The fish population was further shaken up with a live A/S mortar firing.

Another feature of the day was the launching of a Seacat missile.

The steam-past took place during the return to harbour, with General Gibbs taking the salute.

SINKING OF NAVY'S TEABOAT

The "horse" Teaboat, which was scratched from the "D.C.I. Handicap" (page one of the August issue), seems likely to make its expected reappearance in the near future.

Inevitably this must mean that the Royal Navy's teaboats will become dearer — sunk in a lot of tealeaves about work study, accountancy load, equation with civvy street, and the like.

The D.C.I. now to be implemented (No. 759/71) indicates that tea, coffee, kai, sugar, and milk may soon be available no longer from the Pusser on repayment, but are to be bought from the Naafi (except where there is no Naafi canteen afloat).

The death of this "perk" is part of the process by which Service pay packets got a big increase in 1970 to equate them with the civilian counterparts.

It is difficult, therefore, to resist the argument that the sailor is now well enough off to pay the same for his teaboat as the civilian.

But there is a more important reason than that.

As long ago as 1968 a learned body reported on the subject of stores accounting, with the object of simplifying the work in the Fleet, which was particularly necessary in view of the combination of the Naval Stores and Victualling ratings into one Stores Accounting Branch, which had to undertake more varied tasks.

One of the resultant savings is that a ship's Stores Accountant no longer deals with the individual tins as he did before, but with bulk issues.

In other words, he has stopped being the front man in the grocery store, and has become the expert in bulk trading.

Every year in the Fleet, there will be a saving of 13,000 man/hours which would otherwise have been spent on issuing tins of milk, tea, kai, and sugar for teaboats.

After reading all that explanation you must be dry.

Have a Military Pay Code, Work Studied, civilian-equated cuppa!

Don't lose your vote

To vote at parliamentary or local government elections you must be registered as an elector.

To get on the next register (which comes into force on 16th February 1972) you must make a service declaration on Form F/Vote/33. You must sign this declaration and *date it* not later than *10 October 1971* (*15 September 1971* for Northern Ireland constituencies). When completed, send it to the electoral registration officer at the local town hall or county offices for your home address to reach him not later than *16 December 1971*.

Make sure you obtain the form and explanatory leaflet from your unit. If you are serving outside the United Kingdom and your wife is with you she should complete the form for wives (F/Vote/34) which is also available at your unit.

Remember, a service declaration must be completed every year, so look into the matter NOW. Your right to vote depends on it.

Issued by the Home Office.

Royal Navy's aircraft No. 42



HAWKER SEA FURY

Wartime fame for Fury

When the Korean War broke out in 1950, the Fleet Air Arm's leading single-seater fighter was the Sea Fury — the first British naval aircraft in regular service with power-folding wings.

Sea Fury squadrons fought with distinction throughout the Korean War, engaging the much faster MiG jet-fighters, the first victory being claimed by Lieut. P. Carmichael of No. 802 Squadron.

The prototype Sea Fury (SR 661) was a navalized version of the Fury I, which had been designed to Spec. F. 2/43 as an intended replacement for the Tempest in the R.A.F. Deck-landing trials with SR 661 (which had a sting-type arrester hook but fixed wings) took place on board H.M.S. Ocean in October, 1945.

Two subsequent prototypes (SR 666 and VB 857) incorporated folding wings, and were followed by the first production Sea Fury F10 (TF 895), which flew on September 30, 1946. Fifty Sea Fury F 10s (TF 895 to TF 955) were built to Spec. 22/43 and were followed by 615 Sea Fury F B IIs, the last of which (WZ 656) was delivered in November, 1952.

FIRST WITH 807

Sea Furies first entered service with No. 807 Squadron (formerly Seafires) at Eglinton in August 1947, and in May 1948 the first F B II unit, No. 802 Squadron, formed at the same station.

The Sea Fury squadrons engaged in the Korean War were No. 802 (in H.M.S. Ocean), No. 807 (in the Theseus), Nos. 801 and 804 (in the Glory) and Nos. 805 and 808 (in the Sydney). They were used chiefly in conjunction with Fireflies for ground-attack duties, using bombs and rockets.

Sea Furies first entered R.N.V.R. service in November, 1951, when they replaced Seafire 17s in No 1832 Squadron. Another R.N.V.R. air squadron, No. 1831, took its Sea Furies to Malta in May, 1952, being the first of the reserve units to do their annual training overseas.

The Sea Fury was the Fleet Air Arm's last piston-engined fighter in first-line squadrons, being superseded from 1953 by the Sea Hawk, although some were still operating with No. 1834 Squadron of the R.N.V.R. air divisions when these units were disbanded early in 1957.

Other nations to use the Fury were Pakistan, Egypt, Burma, Cuba and Germany.

A Sea Fury which fought in the Korean War is displayed at the Fleet Air Arm Museum, R.N.A.S. Yeovilton.

Technical data
SEA FURY FB11

Description: Single-seat carrier-borne fighter-bomber.

Manufacturers: Hawker Aircraft Ltd.

Power Plant: One 2,550-h.p. Bristol Centaurus 18.

Dimensions: Span 38ft. 4¾in. (16ft. 1in. folded). Length 34ft. 8in. Height 15ft. 10½in. Wing area 280 sq. ft.

Weights: Empty, 9,240lb. Loaded, 12,500lb.

Performance: Maximum speed 460 m.p.h. at 18,000ft. Range 700 miles at 30,000ft., or 1,040 miles with two 90-gallon drop-tanks. Service ceiling 35,800ft.

Armament: Four fixed 20mm. guns in wings and provision for 12 60lb. rocket-projectiles or two 1,000lb. bombs.

PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 70p per dozen — stamps or postal order.

A standing order for the supply of each new card on publication for 12 issues, can be arranged on receipt of cheque or postal orders for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other aircraft in this series are: Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Grumman Wildcat, Fairy Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairy III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Supermarine Scimitar, Gloster Sea Gladiator, Westland Whirlwind, Sea Otter, Sea Venom, Firefly, Barracuda and Blackburn Ripon.

A SPECIAL TRIBAL GATHERING

It was a tribal gathering — Scottish style — when H.M.S. Gurkha (Capt. P. Cobb) relieved H.M.S. Zulu (Cdr. W. D. Jenks) as the Persian Gulf frigate on July 26. Any time that two Tribal class frigates meet is an occasion for celebration, but when they are both Rosyth based, it is something special.

The rendezvous took place in the early hours of the morning in the Arabian Sea, which is part of the Gulf command, and the two ships immediately embarked on a day's programme reminiscent of Portland, with two gunnery exercises, mortar firings, anti-submarine evolutions, and communications exercises.

There was also a flyex for the Gurkha's Wasp helicopter — and the operations room crews were closed up for the lot!

There was even time for a mail drop when the Shackleton from R.A.F. Sharjah, with whom the frigates had been exercising, completed its task by dropping some of those most welcome yellow canisters alongside each ship.

The forenoon ended with a jackstay transfer, when officers and key senior rates were interchanged for a lunchtime briefing on the "Do's and Donts" of the Gulf frigate. Mne. Roderick Needham (Gurkha Detachment) went across to the Zulu to see his brother Nicholas, who is in the Royal Marines (Zulu Detachment).

After lunch there was another transfer, this time with the Zulu passing the gear to the Gurkha, and helicopters were also used for transferring personnel. Helicopters and ships then exercised formation flying and manoeuvres respectively, and at the end of a full and satisfying day the ships parted company.

THE LAMP STAYS !

About the only thing which did not get transferred was the famous lamp which is traditionally handed on from one P.O.s mess to another when Tribals meet. The Gurkha had received it from H.M.S. Eskimo at Simonstown, but since (also by tradition) the receiving ship must entertain the supplying ship, the Gurkha P.O.s were not letting the lamp go without the whole mess transferring to the Zulu!

As the two ships parted company, the Gurkha bound for the Gulf and the Zulu for the Far East, the departing frigate mounted a funeral firing party who discharged their farewell salute to the Gulf with tears in their eyes. Whether tears of joy or sorrow we shall never know.

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DEATHS

A. COOK — O.A. P.M/X46792, passed away peacefully on July 26th, 1971, at Maidenhead, aged 70. — Sadly missed by Jill, John, Jennifer and families.

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MISCELLANEOUS

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A somewhat tired cormorant selected this spot on board H.M.S. Diomede as the ideal spot to rest his weary wings — and was "snapped" by ship's photographer LRO Hugh Mailer while the frigate was exercising at Portland.

The bird remained on board for about six hours and, although many attempts were made to give it food, all offerings were refused.

"Now look, that's enough of the chat, I'm supposed to be on watch . . ."

Reservists exercise off the Rock

More than 1,000 men and women of the Royal Naval Reserve were to be airlifted during the August bank holiday week-end in connection with Exercise Mainhaul 71, involving the 11 mine countermeasure ships of the R.N.R.

On August 15 about 500 of the part-time sailors sailed from Plymouth to Gibraltar for the first part of the month-long exercise, during which two official visits are to be made to Tangier.

Twenty W.R.N.S. Reservists form a shore support party. The relief crews were to be flown out to Gibraltar on Saturday, August 28 and the ships return on September 11.

CARRIER KITES

While H.M.S. Eagle was on passage in the Indian Ocean, a kite-flying competition was staged, winning entries being from 4J3 Mess for highest flier, and PO Wong for range (2,100ft. of string) and duration (2hr. 22min.).

WHAT ARE THE CHAPLAINS UP TO?

Apart from actual church-going, the Royal Navy as a community has an impressive record of Christian action to its credit, but what is the true relevance of the Faith to the Service of the 70's?

Help in answering this question will be given in the vigorous programme planned for Church Week, which has been prepared for the last two years, to take place from October 6-13.

'Pop' services

The impact of Church Week will be felt in all establishments ashore and throughout the Fleet. There will be a wide variety of activities, ranging from "Pop" services to a naval choir performing Haydn's "Nelson Mass" in Portsmouth Cathedral, and social events such as cheese, beer and wine parties, role plays and film shows with a difference.

Each establishment will have a number of visitors, ready to discuss and put across the Christian point of view. The visitors will range from Franciscan Friars, Nuns, Church Army Lay-Readers, to Deans, Bishops and leading Christian laymen.

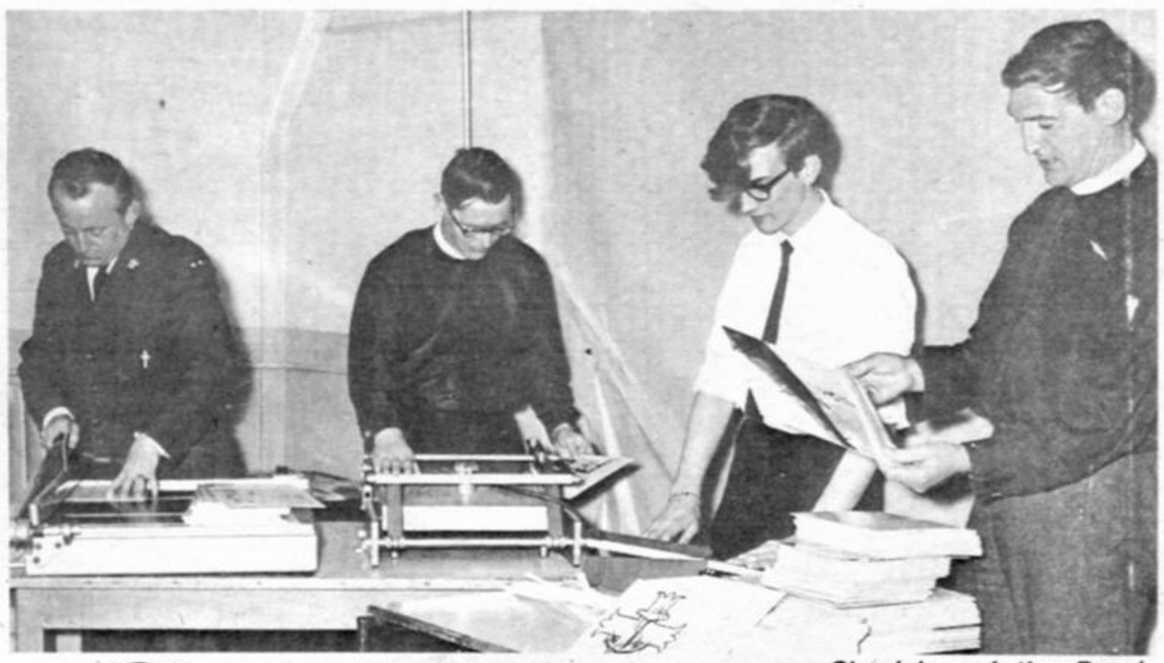
The Church in the Navy will be sustaining the faithful, seeking out old friends and answering the questions of the doubtful. There will be varied displays and exhibitions of what the Church is really doing, and bringing the scope and effectiveness of the Church's presence to the notice of all.

Friend and adviser

In the Navy, the Chaplain has a special position — neither officer nor rating — "the friend and adviser of all on board" — standing in equal relation to all who serve.

He must at all times be willing to serve men as they are, and not as he would have them be. There is a great deal of goodness in the sailor, and it is upon that goodness — rarely, if ever conventional — that the Chaplain alone can work.

How far he succeeds, Church Week '71 will in some measure show.



Church Week preparations

Chaplains of the Royal Navy preparing material for use in small mobile exhibitions to promote interest in the religious aspect of life in the Service.

The shape of things to come?



Wren Pamela Jamieson, of Sheerness, "takes over" (left) as engineer officer of the watch while H.M.S. Eagle is on passage to Australia.

She and Leading Wren Rhona McPhee, of Whitley Bay, went on board the carrier by helicopter off Singapore for special duty and stayed for part of the trip to Australia.

During their time on board they visited various parts of the ship, and in the picture Pamela poses as Engineer OOW — under the supervision of LMEM Carr and MEM Webber, while Sub-Lieut. P. F. Longworth (back to camera) keeps an eye on proceedings.

She was carrier-born!

Eighteen years later — and on the other side of the world — Elizabeth's birthplace sailed in to say hello . . .

The location was Sydney, Australia, and the occasion a visit by trainee nurse Elizabeth McCracken to H.M.S. Eagle, where, in a cabin near the quarter-deck, she was born in 1953 during the Queen's Coronation Review at Spithead.

"My father was serving in the ship at the time," said Elizabeth, "and mum had gone aboard with him to watch the review. I wasn't due for another four weeks.

"But mum suddenly realized I was about to be born — maybe the guns gave her a fright — and there was no time to get ashore."

Her father, Cornelius McCracken, and his wife Joy named their daughter Elizabeth in honour of the Queen, and decided that her middle name should be Aquila, Latin for eagle.

The family emigrated to Australia six years ago and Elizabeth's parents are now in New Guinea, where her father is a lieutenant with the R.A.N.

BOUQUET

On board the Eagle for her birthplace visit, Elizabeth was greeted by the commanding officer (Capt. I. G. W. Robertson) and presented with a bouquet by JMEM Francis Slattery, the youngest member of the ship's complement. She was also shown a plaque commemorating her birth.

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RN ROYAL NAVY

SPORT SPOT

Gabbett sixth at Helsinki

Peter Gabbett, the Royal Navy's British and Commonwealth decathlon record holder, put Britain on the European decathlon map at the European Games in Helsinki.

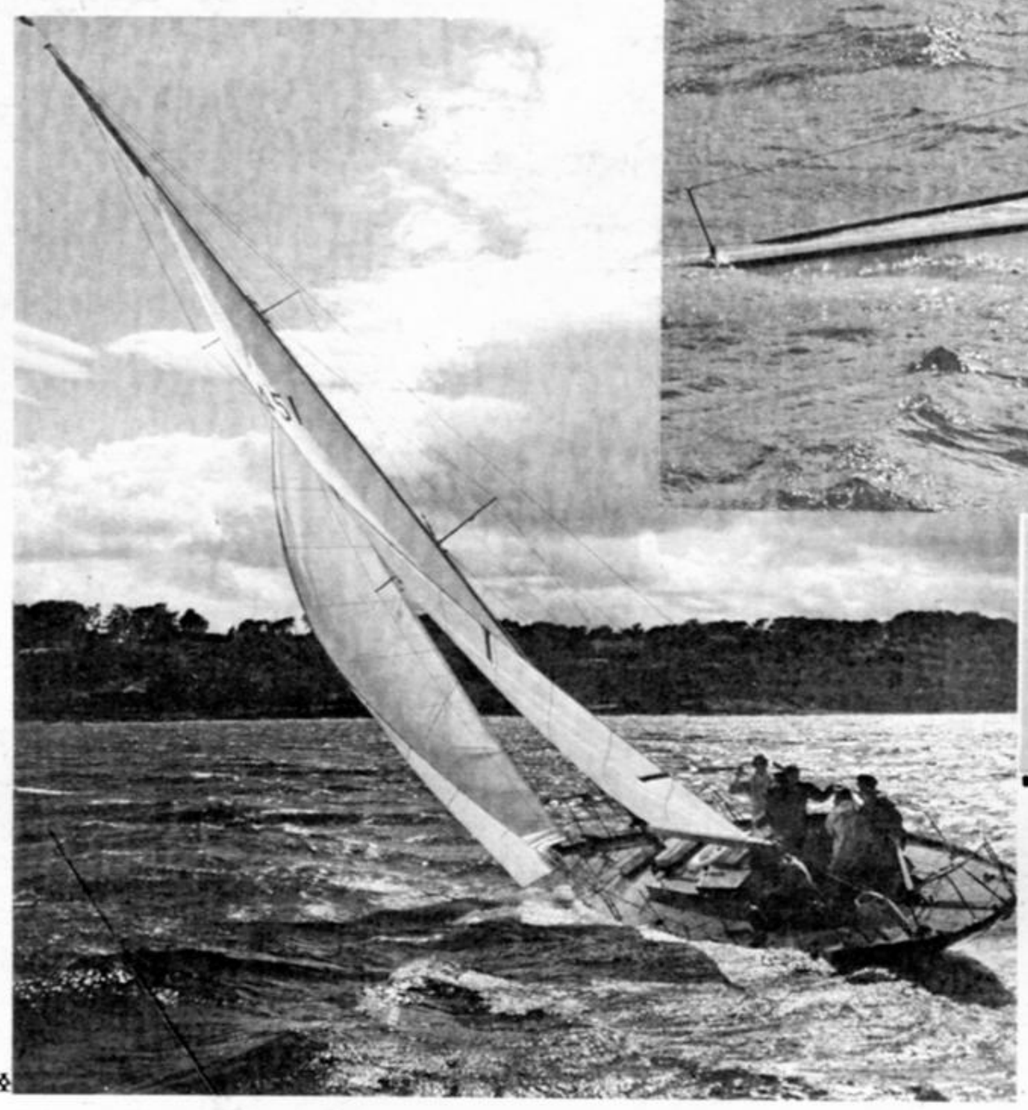
Facing Europe's best in a gruelling two-day event made even tougher by adverse weather, he finished sixth out of 30 competitors, his 7,754 points falling only 149 behind the British record he set in June.

Starting with the second fastest time of 10.83sec. for the 100 metres, he included his best ever decathlon pole vault (14ft. 1¼in.) and javelin (192ft. 6in.) and a 4min. 29.7sec. 1500 metres in his ten-event effort.

But his achievements were tinged with the disappointment of failing to use the European Championships as his stage for being the first Briton through the 8,000 points mark.

WATTS THERE TOO

Top British discus man, Sgt. John Watts, R.M., who had also won his ticket to Helsinki, found the European competition very hot, and, throwing 182ft. 1¾in., failed to qualify for the final.

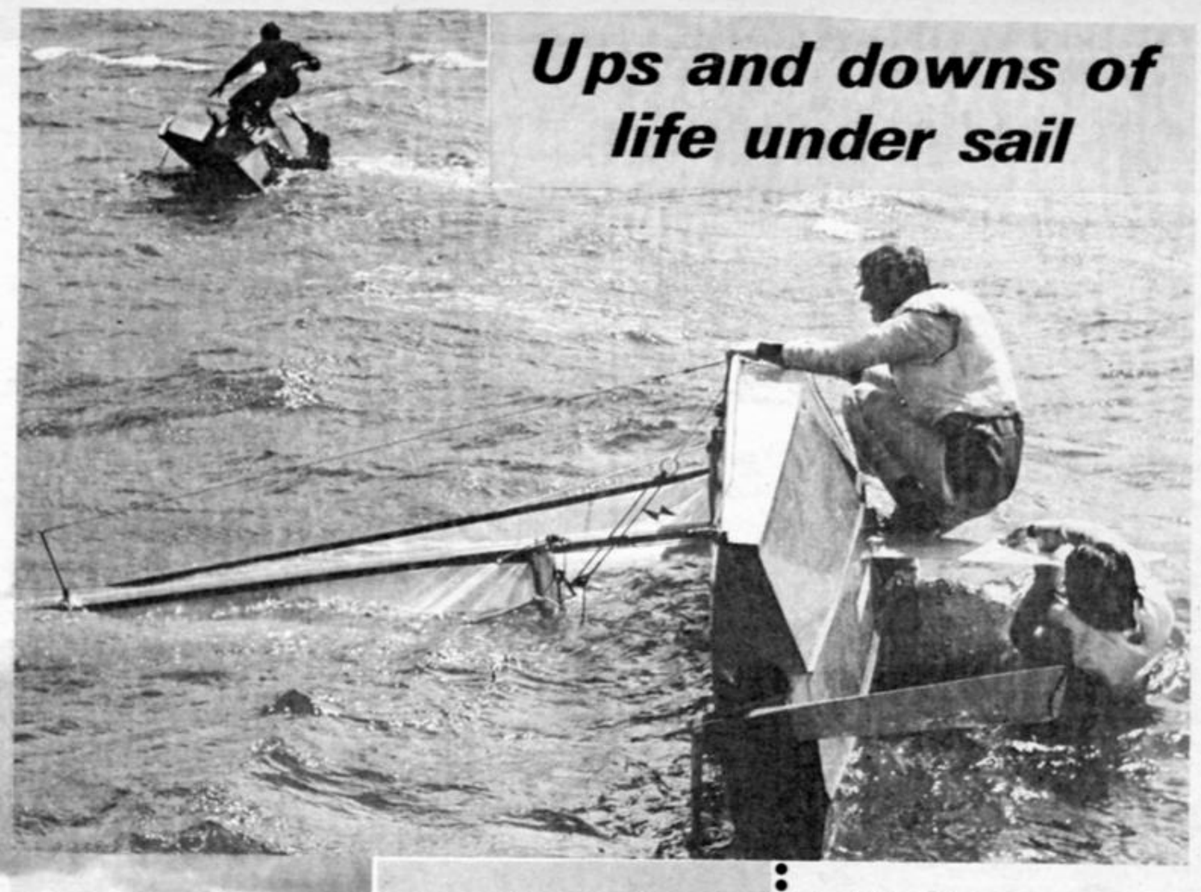


DEPLETED NAVY 'ARRESTED'

In their first match against the Police Athletic Association, a Royal Navy athletics team, depleted by sickness, injury and Service commitments, were decisively beaten at the Copthal Stadium, Hendon, on July 28.

The Navy's only two winners were the consistent Lieut. Mike Turner in the javelin, and national discus record-holder, Sgt. John Watts.

The points score was Police 123, R.N. 64.



Ups and downs of life under sail

A yachtsman's life can be full of exhilaration — and surprise. These pictures were taken by CPO Alec Mackenzie during a Royal Naval Sailing Association regatta in the Forth.

TITLES GO TO TOP SEEDS

Wimbledon, the home of lawn tennis, was the scene of the Royal Navy Championships in late July, when Lieut.-Cdr. Brian Tayler and Second Officer Jennie MacColl confirmed themselves as top tennis names in the Navy and WRNS.

In the men's singles, top seed Tayler beat his doubles partner, Lieut. G. C. Warner, 6—4, 3—6, 6—3 in the final. Together, they beat Cdr. I. Chrishop and Lieut.-Cdr. B. Grozier 6—1, 6—2 in the doubles final.

Scottish squash international 2/O MacColl retained the women's singles title with a 6—2, 6—3 final victory over 3/O J. Carver.

With 3/O M. Harding, she added the doubles title, beating 3/O J. P. Makeating and 3/O C. Coates 6—3, 6—4 in the final.

In the Inter-Services Championships which followed the week-long Navy tournament, the strong RAF team lost only two of their 12 matches on the way to victory.

The Army (six wins) were second, and the Navy (two) were third.

Lieut.-Cdr. Roger Moylan-Jones, the Navy skipper, has again captained the Combined Services during a season which has included a fine win at Lord's against the English Schools.

Other Navy players to represent the Services were Capt. Richard Persse, R.M., Inst.-Lieut. John Lucas, Lieut. Gavin Lane and OA1 Bob Healey.

Navy retain cricket title

STOP PRESS—At Lord's, big victories by a brilliant Royal Navy team over both the Army and the R.A.F. meant that the sailors are Inter-Services cricket champions for the third successive year.

On August 18 they beat the Army by 125 runs and the following day eclipsed the R.A.F. by eight wickets.

R.N. 256—8 (Toft 53), Army 131 (Lucas 4—25).

R.A.F. 132 (Tordoff 4—30), R.N. 135—2 (Moylan-Jones 79 not out).

After scoring a brilliant 93 not out in the Navy's fine victory over Sussex II, opening batsman Lieut. Henry Farmer had his arm broken the following day against Hampshire II, and was a non-starter for the important Inter-Services matches at Lord's.

The accident occurred at Southampton, where, in wet and dismal conditions, Farmer and Lieut. Burton Toft batted until rain interrupted at 12 for no wicket, **writes Smiter.**

After the resumption, the pitch became almost lethal and Farmer was hit by four of the next seven balls he received. One from Hampshire fast bowler John Rice reared to break Farmer's forearm.

Early batsmen found the pitch difficult and the score slumped to 76—7. But when skipper Roger Moylan-Jones was joined by Inst.-Lieut. Gordon Grace, things got moving and one six from Grace cleared the sightscreen and landed in the road.

The Navy were all out for 130 in 47 overs, with Grace 47, Moylan-Jones 30 and Toft 17.

Hampshire II were soon in trouble against Lieut. Gavin Lane and OA Bob Healey, but it was Rice who again tore the Navy apart, scoring 65 of his side's 131—6. Lane finished with 3—22.

GREAT START

On the previous day at Hove, Farmer and Toft put on 183 for the first wicket against a below average Sussex II side, until Toft was out in the 49th over for 77.

Lieut. Simon Newsom hit 24 (not out) off 14 balls, and after 55 overs the Navy were 219—2.

The regular Sussex openers replied with 104 for the first wicket. Then Inst.-Cdr. Gerry Tordoff trapped Morley with his first ball and two more wickets fell in the same over, the other opener being brilliantly run out by Lane.

Although Richard Langridge and Les Lenham, both " capped " county players, were playing, Sussex never recovered, and when they lost two wickets in another over by Inst.-Lieut. John Lucas (the second a lightning leg side stumping by Capt. Richard Persse, RM) they were always behind the clock.

The Navy won by 47 runs.

WEST INDIANS

The following week, at Portsmouth, the Royal Navy faced the touring Barbados Cricket League side under the management of West Indian pace bowler Charlie Griffith.

The Barbadians fielded three regular State players, while the rest were young cricketers being " blooded " on English grounds.

Losing the toss, the Navy batted first on a green wicket and in dark conditions. Openers Toft and John Dunt went quickly and the slide continued until Newsom found a partner in Grace.

The latter hit one towering six which landed on the roof of the new United Services Sports Clubhouse and bounced on to the railway embankment.

Immediately after lunch Grace took 10 off one over, but was out soon after. The Navy were all out for a disappointing 105.

Healey's second ball against the West Indians uprooted a stump. Then the second-wicket pair batted steadily until, at 51, an astonishing change came over the game.

In his eighth over, Tordoff took three wickets, with a fourth two overs later, and when Lucas had collected another, the Barbadians were struggling at 53—6.

But skipper Horace Franklyn steadied his side and only one more wicket was lost before they reached 106.

IN THE DARK

The following day, in a rain-affected 55-over game at Chiswick against Civil Service, the Navy were still batting after 8 p.m.

Civil Service scored freely against some untidy bowling and a few dropped catches to total 209—4.

Navy batsmen were pinned down against accurate bowling, and wickets fell at regular intervals.

Newsom was again the mainstay with 51, but useful contributions came from Toft, Lucas, Lane and Grace (who, yet again, hit a mighty six).

When the last wicket fell in the gathering gloom, the Navy were 28 runs behind with 4½ overs left.

FIXTURES

September

5 — Water Polo: Royal Navy Tournament, H.M.S. Ganges.
6 — Swimming: Royal Navy v. Colchester, Norwich and Cambridge, H.M.S. Ganges.
8 — Swimming: Royal Navy v. Civil Service, London.
13-14 — Swimming: Inter-Service Championships, Cranwell.
18-19 — Kayak: Royal Navy Canoe Slalom Championships, River Tamar.
28-29 — Golf: Royal Navy Open Championships, Poole.

October

4-5 — Judo: Individual and Inter-Command Championships, H.M.S. Raleigh.
6-7 — Boxing: Portsmouth Command Championships. Portsmouth. Plymouth Command Championships, Plymouth.

He's at the helm



Picture: PO Dave Morris

The First Sea Lord, Admiral Sir Michael Pollock, was at the helm of Sea Wraith III when this photograph was taken during Cowes Week. Crewing with him were Capt. B. F. P. Samborne (Captain of H.M.S. Phoenix), Lieut.-Cdr. R. Yeomans, Lieut.-Cdr. C. P. Brown (ASWE), Lieut.-Cdr. B. J. D. Raincock (Admiral's Flag Lieutenant), PO Trotter (H.M.S. Vernon) and EM Paine (H.M.S. Osprey).

SAILORS SWIM TO NATIONAL MEDAL

Relay squad gets the bronze

Navy swim coach, CPO Paddy Hayes, said they'd do it, and they did! The Navy won its first ever national team swim medal at the A.S.A. national championships at Leeds in August.

In only their second year of competition in the national championships, the Navy's freestyle 4-100 metres relay team won the bronze.

Having returned 4min. 1.7sec., the third fastest time in the heats, the sailors improved that time to 3min. 58sec. in the final which was won by Nottingham Northern.

The Navy's achievement was greeted by great applause from an appreciative audience, and now Paddy Hayes asserts: "It'll be a gold next year!"

DISAPPOINTMENT

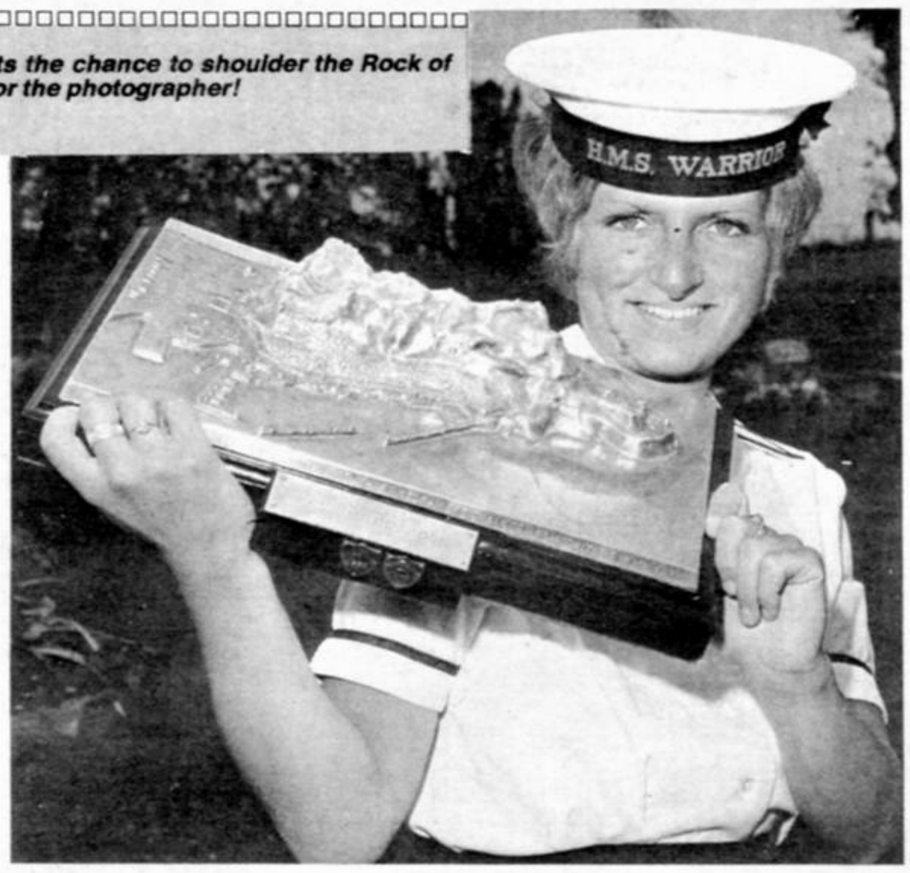
But there was disappointment for the Navy's 4-100 metres medley relay team. Having qualified for the final with the sixth fastest time in the heats, they were disqualified for a faulty take-over.

Navy swimmers in the championships were Great Britain international freestyler CPO John Blake, PO Jim Pearson (both Fleet Maintenance Group), NA Chris Boothby, LAM Dave Wilson, and App. Bob Burley (all from Yeovilton), Sub.-Lieut. Pete Stevens (Manadon), Mne Dave Finnigan (Eastney), LRO Wally Parsons (H.M. Submarine Walrus), and OS Neville Foot (Faslane).

HAT-TRICK?

The medal gave the Navy a great boost to confidence for the Inter-Services Championships on September 13 and 14 when they'll be aiming for a hat-trick. They have won the swimming title for the past two seasons.

It isn't every day a girl gets the chance to shoulder the Rock of Gibraltar and still find a smile for the photographer!



It's a Rock race 'rock'

The girl with a load of Rock on her hands is Ldg. Wren Susan Taylor. She's from H.M.S. Warrior, the Western Fleet's headquarters at Northwood — which is appropriate since the Rock, in this instance, is the trophy to be won in a new Western Fleet competition, the Top of the Rock Race.

Resuming next January 1, the competition operates over half-year periods and is open to teams from all ships visiting Gibraltar, the winners being the ship whose team has the fastest aggregate time for the first six runners home.

SILVER REPLICA

Teams from H.M.S. Rooke and ships refitting at Gibraltar will be eligible to enter. The organization of the competition will be from H.M.S. Rooke, and full details are in FTM 76/71.

This silver replica of the Rock — plus a breathtaking view from the top — will be the winners' reward after a 2¾-mile course which climbs to about 1,200 feet.

FLEET CONTESTS IN 'PIPELINE'

September and October see the start of four major sporting competitions organized for ships of the Western Fleet.

After its successful first season last year, the Western Fleet Soccer Knock-Out Competition gets under way again while the Fleet fishing, swimming and golf contests also swing back into action.

The target for most golfers will be to knock the guided missile destroyer H.M.S. Devonshire off her newly won perch as the Fleet's top golfing ship.

On August 4, two Devonshire ratings were presented with the competition's trophies by Vice-Admiral J. C. Y. Roxburgh, Flag Officer Submarines and President of the R.N. Golfing Society.

REM J. Lovelock, winner of the medal event with a round of 67, and REA E. H. Mayell, who won the Rabbits Stapleford competition with 37 points, each received trophies and a set of golf balls.

Runner-up in the medal event was Lieut. K. M. Williams (H.M.S. Sirius) and in the Stapleford, Cdr. B. Cash (FNCO).

TOP TIPS FOR RUGBY COACHES

During the past five years, Royal Navy rugby squads at senior and under-19 level, have been among the most successful sports teams in the Service.

But, to stay with the top standard of club rugby, the Navy aims to improve at all levels of the game at the same rate as the clubs against whom it plays. So 60 potential coaches from ships and establishments attended a three-day course at H.M.S. Collingwood in July.

Some of the top coaches in the British Isles were there — including Ray Williams of the Welsh Rugby Union and Mike Davies and Peter Colston of the English R.U.

LEADERS

Group leaders were senior Royal Navy coaches Lieut.-Commander Glyn Thomas, PO Brian Goodwin, Lieut. Norman Beckford and Lieut. Terry Scott.

The course was organized by CPO Harry Sever, secretary of the Royal Navy Rugby Union coaching committee, and Commander S. Hallett, chairman of the RNRU, was course director.

Last gasp goal beats Brazilians

Soccer players from Brazil, the land of Pele, were beaten by a last-minute goal when they met H.M.S. Collingwood's team in July.

Collingwood's 2—1 triumph came during a four-day visit to Portsmouth by the Brazilian training ship "Custodio de Mello" for which Collingwood was the host establishment.

Before the match the teams exchanged souvenirs and the Brazilian team were presented with a Collingwood crest by POPTI Dave Blandford, skipper of the home side.



Fencing future bright says Navy coach

After being in the doldrums for the past two or three years, Navy fencing is on its way back to being a force to be reckoned with, says POPTI P. Wallis, the R.N. fencing coach.

"Although, on the whole, this has been a rather lean season, from the viewpoint of good results from the team competitions, performances by the younger and up-and-coming fencers have been extremely pleasing," he says.

With training and hard work, they should soon be competing for places in the Navy team, thus avoiding complacency among established Navy fencers and eventually helping to give the Royal Navy prominence in the Inter-Services team and individual championships at the Royal Tournament.

With more Wrens taking an interest in fencing, the WRNS had a good season and are fast becoming a good team, says PO Wallis.

People wishing to take up fencing can attend courses at H.M.S. Temeraire, the R.N. School of P.T., by applying through their PT and Sports Officers (DCI 1347/70) to the R.N. Sports Officer, H.M.S. Temeraire, R.N. School of P.T., Flathouse Road, Portsmouth.

PO Wallis, at H.M.S. Temeraire, would be glad to hear from any fencers who have recently returned from abroad or are having difficulty in finding somewhere to fence.

Calling all the Navy's chess men

The Combined Services Chess Championships at R.A.F. Lindholme, Doncaster, in October are open to all serving players in the Service.

The first round of the ten-round Swiss tournament will begin at 18.30 on Sunday, October 17, and the prizegiving will be on Friday, October 22.

Further details can be obtained from Sgt. F. Salt, MATO(NR), R.A.F. Lindholme, Doncaster.

SANDRA (14) IS A GOLF STAR

Giving her father a few tips on his grip in this picture is 14-year-old Sandra Thurston, who has been described as "a natural and quite exceptional golfer."

Dad is Fleet Chief Petty Officer Norman Thurston, of H.M.S. Dolphin, who has been serving as chief mechanician in the submarine H.M.S. Orpheus in the Far East.

His handicap stands at 20 — but Sandra could beat him at the game within three months of being given her first clubs, so she is well qualified to pass on some useful hints!

Within 12 months of taking up golf, and after only six lessons from a professional in Singapore, Sandra reduced her handicap to 15 and won a dozen cups and medals.

Probably her outstanding achievement was winning the ladies' overall open contest — beating 80 adults — at the Keppel Club, one of the leading clubs in Singapore.

BACK HOME

Before returning to the U.K., where she lives with her father and mother at Waterlooville, Portsmouth, Sandra played regularly at the tough nine-hole course at the Fleet Amphibious Base, Sembawang.

"With proper coaching she could go very far indeed," is what they say there. So Sandra could well be driving towards golfing fame in the future.



SPORTS SHORTS

Softball, brighter cricket, deck hockey, gym skittles and the tug of war were among the 13 sports enjoyed by sportsmen and women from the R.N. air stations at Lee-on-Solent, Yeovilton and Lossiemouth in Naval Air Command's Mini Olympiad at H.M.S. Daedalus on August 2 and 3. Yeovilton were the overall winners with 87½ points to Lossiemouth's 54½.

After many years of finishing runners-up to the R.A.F., the Royal Navy this year won the Inter-Services road race team event, L/Cpl. Mike Parker, R.M., crossing the line only one length behind the national 24-hour record holder, Flt.-Lieut. Ray Cromack, after 62 tough miles of cycling.

Fourth was Dave Beaumont (H.M.S. Dryad) and Vic Lord (H.M.S. Mohawk) was seventh.

The preliminary rounds of the R.N. Hockey Association's Knock-Out competition are on September 15 with the first round following on September 29.

*

More than 50 players competed in H.M.S. Neptune's first annual golf tournament at Helensburgh Golf Club in July. Trophies and prizes were presented by Commodore P. E. C. Berger, Commodore Clyde.

The uniform styles pictured here are (left to right): (1) Based on traditional design, with the silk part of the blouse, and detachable collar with press-studs. No tapes. Flared self-supporting trousers creased front and back. (2) Single-breasted jacket and shawl-shaped collar. (3) Single-breasted jacket with collar held over jacket lapels. (4) Double-breasted jacket fully lined. (5) Based on existing rig with side pockets and self-supporting trousers creased front and back. (6) Single-breasted jacket with shawl-shaped collar. (7) Double-breasted jacket with collar over jacket lapels.



So Jack puts on the style

(Continued from page 1)

"We are the Senior Service, and always will be, so please leave the rig as it is, and let the Army have the 'gash' and the R.A.F. the 'poofs'! Long live the Queen! Anchors away!"

Of course he didn't really mean to be rude about the Light Blues and Khakies. He just got carried away in the manner of any angry sailor!

"HILARIOUS"

Another letter from a chief at H.M.S. Neptune Sick Bay described the "fashion parade" as "hilarious."

"The reaction," he said, "was not one of widespread amusement at all. Rather it was one of absolute incredulity or outright anger among the element who might be forced to wear the creations depicted.

"Some ratings thought the parade was a transparent and insulting P.R. stunt designed to stay the grumbles about the 'milk churn and lid' uniform at present in use, and that someone 'up there' is saying something like 'The Lower Deck won't ask for changes when they see what we have in mind for them.' "

After odd remarks about "comic opera nancy-boys," the letter added:

"The only charitable remark made on the outfits was that they compared well with the camel, which, as we all know, is really a horse — designed by a committee."

WIFE "APPALLED"

A sailor's wife in Newark (Notts) was "absolutely appalled," declaring that not one of the designs matched up to the standard of the traditional uniform, "which should **not** be changed."

She added: "Today's uniform is without doubt totally different from any other uniform, and is the most popular."

CIVVY EXPERTS

Breaking cover to get in a word or two, Navy News hastens to point out that the outfits on parade were only **ideas** — and some were from trendy civvy experts.

Sailors who attended the parades were invited to complete a questionnaire on which they allocated scores for the styles.

There were the usual jokes, like "Cripes, I'd have to wear a tin 'at if I went down my road in one of them things."

But in fact it was noticeable that they entered into the spirit of the thing as a serious exercise, and recorded their scores and opinions on detail as well as on general appearance.

ADMIRALTY AIM

As to the comments in some of the letters, it is hardly likely that the Admiralty Board would go to all the trouble of finding out what kind of uniform a sailor would like to wear, and then producing one that nobody wanted.

Albion attracts

When the commando ship H.M.S. Albion called at Perth, Western Australia, a dance was held as part of the social round, with 700 local girls responding to an invitation to attend.
(See also page 16)

It may be that the designs which have been presented will make a useful start to the exercise by getting a resounding decision on what sailors **don't** want.

In view of the tremendous cost involved — as well as the repercussions — no radical change appears likely unless a "winner" of a new style gains overwhelming approval.

BELFAST'S TRAFALGAR DAY OPENING

Scores of letters from shipmates, pinned on a notice board in London on August 17, were eloquent testimony of the excitement among naval men at the success of efforts to save H.M.S. Belfast and turn the cruiser into a museum ship moored on the Thames.

Former members of the Royal Navy have also shown eagerness to fill the jobs in the Belfast's new role, the billets now remaining being:

Bursar, £1,800 (ex-CPO writer or lieut. S.D.); electrician, £1,800 (ex-CEA); engineer, £1800 (ex-ERA pref. Diesel qualified); head warden, £1,500 (ex-MAA); wardens, £1,150 (ex-RPO or seaman or handler). A further Seaman PO or CPO may be required later at £1,800, to back up the electrician, engineer and shipwright.

Applications should be sent to the Secretary, H.M.S. Belfast Trust, Imperial War Museum, Lambeth Road, London, S.E.1.

For the future

The notice board was exhibited at a meeting at the Imperial War Museum when it was announced that the Belfast, last big gun ship of the Fleet, will be towed from Portsmouth to Tilbury on September 2, and opened to the public on October 21 — Trafalgar Day.

It is emphasized that the whole idea is not merely an exercise in nostalgia, but the handing over to future generations of a well-preserved and maintained ship of the Royal Navy at a point in history marking the transition from steam to nuclear power.

It's 'Mo's' mink! but the Wong girl!

Gasps reverberated around Hong Kong's China Fleet Club as lovely Chinese model 21-year-old Carrie Wong appeared wearing a stunning £700 mink, the star prize in a draw held in conjunction with a charity show sponsored by the H.M.S. Tamar Naval Wives' Association.

Seconds later 30-year-old Mrs. Muriel "Mo" MacLachlan, of Manchester, wife of Radio Supervisor Neil MacLachlan, could hardly believe her ears. They were calling her number. A mink for a dollar ticket!

A PREVIEW

A week earlier, Miss Wong had given a preview of the mink during a "photo-call" aboard H.M.S. Hubberston.

The charity show raised £430 for the Hong Kong Home of Loving Faithfulness, which cares for spastic children.

But what about "Mo" and her mink? Well, no doubt everybody got rather carried away by the swooning form of the model.

Navy News hopes to get a picture for the next issue of the proud new owner.

Right: Carrie Wong, beautiful Chinese model, displays the "mink for a dollar"



Dartmouth Squadron to end?

Consideration is currently being given, says the Ministry of Defence (Navy), as to how best to meet the Dartmouth training task at present carried out by frigates of the Dartmouth Training Squadron (Eastbourne, Tenby and Scarborough).

One of the options under examination is the use of an assault ship as Dartmouth training ship with the occasional addition of a consort frigate.

AUTUMN CRUISE

Further studies are now in hand to establish the cost effectiveness of this solution, and the best balance between amphibious and Dartmouth training needs, adds the official statement.

Should the Dartmouth Training Squadron be disbanded, it would seem likely that this would take place after next summer's cruise.

In the meantime, however, there is the squadron's autumn cruise to the Mediterranean.

THE PRINCE'S FIRST SHIP

Invited to H.M.S Norfolk in August, Pressmen were given an idea of the life in store for Prince Charles when he joins the guided missile destroyer for a nine-month tour of duty after initial training at B.R.N.C., Dartmouth.

The Prince, who goes to the Norfolk in November as a sub-lieutenant under training, can expect a "fairly busy life on board," said the commanding officer (Capt. J. W. D. Cook).



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